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THE CAR NEWS WEEKLY

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for super-spacious
supermini



NEW ECO EVOQUE

New look, new tech, safer and 68mpg
PLUS Hyundai's cut-price Evoque rival



ALSO THIS WEEK

ASTON MARTIN VULCAN

Wow! If this is Aston's future, we want more



MONDEO 1.0 DRIVEN

Big car, small engine: does it work?



PLUS Juke Nismo RS vs Fiesta ST vs Clio RS 200



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PEUGEOT 208

MOTION & EMOTION



PEUGEOT



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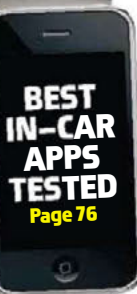


**First drive verdict on
hotter Tesla Model S**

THE Tesla Model S could never be criticised for being sluggish, but we'll be putting an even faster four-wheel-drive version through its paces this week.

Badged the P85D, the all-wheel-drive electric saloon is capable of 0-62mph in just 3.2 seconds and a limited top speed of 155mph. Despite the performance, it can still manage 275 miles on a full charge. Go online to read our thoughts.

**For more visit
autoexpress.co.uk**



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving

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tested using Racelogic Vbox computer timing equipment.

Auto Express also assesses the cars over many miles of

mixed public roads before delivering its Road Test Verdict.

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Ten reasons why Apple will be worrying car makers to the core



AE RUMOURS have been rife over the past week that Apple will be going head-to-head with the automotive giants by producing its own car.

Apparently project Titan is underway at Apple's HQ, with hundreds working on an electric car programme. But will it see the light of day? Here's why we think Apple should be taken seriously:

1. Apple is cash rich, with a reported \$180 billion (yes, billion) to spend – more than enough to fund a complete all-new car company.
2. Many of its senior team have car industry experience, from senior vice-president Eddy Cue, who's also on the board of Ferrari, to Marc Newson, who designed the 1999 Ford 021C concept car.
3. It's been learning lots about the car business through working with car makers on CarPlay.
4. If there's one company Apple wants to beat, it's Google – car makers are small fry in comparison.
5. It already has a network of retailers around the world who could sell an Apple car.
6. Recruiting talented engineers is already a big problem for the car business – the likes of Apple is far more appealing to young software engineers.
7. Cars being increasingly software-based plays directly into Apple's hands.
8. According to the Wall Street Journal, Apple is already talking to potential manufacturers.
9. Tesla. Okay, so it's losing money, but it's making waves. And I refer you to point one.
10. Apple is the most valuable company on the planet, recognised and admired the world over with millions of existing customers – not a bad starting point for a new car company.

So, will it happen? It'll be a massive task for Apple, but car companies are at their most innovative when challenged – and that could benefit us all.



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CLASS APART

New eight-inch touchscreen takes pride of place in centre of Evoque's dash, and features slicker interface. New car promises to be as capable off-road as ever



OFFICIAL



68mpg from new-look 'eco' Evoque

■ Revised baby Range Rover unveiled, and it's set to be most efficient Land Rover ever



WHAT'S NEW?

- 1. ENGINE** JLR's new 2.0-litre Ingenium diesel now appears in the Evoque, and promises CO₂ emissions as low as 109g/km.
- 2. ALLOYS** Six new designs offer greater scope for personalisation; buyers have 12 styles to pick from.
- 3. GRILLE** Outgoing Evoque's flashy two-bar grille makes way for mean-looking mesh.
- 4. INTERIOR** New materials and colours appear inside, as does JLR's slick app-based InControl infotainment system.
- 5. REAR** New spoiler features an integrated brake light, while smart tail-lamps have integrated LED daytime running lights.
- 6. LIGHTS** Evoque becomes first Land Rover to get adaptive full-LED headlamps. It has new daytime running lights, too.



- **Updated SUV unveiled ahead of Geneva Motor Show**
- **Sharper new look; more interior tech; greener engines**



James Batchelor
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@RRBatchelor

AE THE Range Rover Evoque is now Land Rover's most efficient car ever. Since its explosive launch four years ago, the upmarket small SUV has remained largely untouched, but while it still looks fresh, time has caught up with the Evoque, as rivals offer lower running costs and more hi-tech kit.

So the brand has carried out a host of mid-life changes, comprising visual tweaks, new engines and safety kit, in a bid to keep the car at the top of its game – and the newcomer will debut at next week's Geneva Motor Show.

On the outside, the changes are light, but they reflect just how radical the baby Rangie was and still is. The Evoque becomes the first Jaguar Land Rover model to get full-LED adaptive headlamps. The lights are standard on top-spec Autobiography models, offer increased range over versions fitted with projector lamps and move with steering wheel inputs.

Also, as part of the visual nip and tuck, the Evoque has even more distinctive LED daytime running lights which include LED indicators, a more muscular-looking front bumper with larger air intakes and slimmer foglamps, and two new mesh grille designs. To the rear, there's a new spoiler with an integrated LED third brake light, new tail-lamps with LED daytime running lights and a 'hands-free' electric tailgate.

Customers can pick from a greater range of paint finishes, too: Waitomo Grey Premium Metallic and Baltoro Ice Metallic join the ranks, bringing the colour choices to 13. Plus, there are six new alloy wheel designs.

Inside, there are three new colour combinations, new seats and more leather-covered surfaces, plus revised dials including a new TFT display between the speedo and rev counter.

The cosmetic changes clothe more important developments under the skin, though. The

2.2-litre, four-cylinder diesel has been axed in favour of JLR's Ingenium 2.0-litre engines. The entry-level 148bhp two-wheel-drive eD4 – marked out by special blue Evoque badging to denote its eco credentials – claims 68mpg economy and emits 109g/km of CO₂, while the 178bhp TD4 promises 59mpg and 125g/km.

But petrol fans can still choose the Si4 2.0-litre turbo, while all models get stop/start as standard, plus a choice of six-speed manual and nine-speed auto transmissions. Engineers have retuned the suspension in light of the featherweight engines to deliver improved handling, too.

It's not just the engines which bring the Evoque bang up to date – the car's technology has been overhauled, too. As with the new Jaguar XE, the Evoque now gets JLR's InControl eight-screen touchscreen infotainment system, which offers a slicker interface than before and a whole raft of useful apps.

InControl Touch Plus also debuts on top-drawer HSE Dynamic and Autobiography models, and adds sat-nav, an 11-speaker Meridian sound system, rear-seat entertainment, digital wireless headphones and dual-view screen functionality.

Upgraded safety kit on the new Evoque includes Autonomous Emergency Braking, Lane-Keeping Assist, driver fatigue warning and all-new All-Terrain Progress Control.

Buyers will get a choice of SE, HSE Dynamic and Autobiography trims, and while prices have yet to be confirmed, a spokesman said they'd be comparable with the current car's. Deliveries will start in August, and the facelifted model's arrival is expected to be followed closely by the launch of the Evoque Convertible.

TOP SELLER Current car is hugely popular, so changes aim to build on its winning formula





Graham Hope

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AE HYUNDAI has taken the wraps off its latest mid-size SUV, which will be its star attraction at next week's Geneva Motor Show – and it's got a new name to match the dynamic new look.

The all-new Tucson will go on sale in September, taking over from the current ix35 and reviving a badge not seen here since 2009. Explaining the new name, UK CEO Tony Whitehorn told us: "This is not a direct replacement for the ix35 – it is a complete step change. The Tucson name aligns it more closely with the Santa Fe, so we're more of an SUV family."

The design is more athletic than on the ix35, with a 'shark nose' front, sharper lines, shorter overhangs and a sleeker A-pillar angle. Yet it still retains familiar Hyundai styling traits, such as the swept-back LED headlamps and the latest incarnation of the hexagonal front grille, which has plenty of chrome in an attempt to give it a more prestige feel.

The dynamic look continues in profile, with sculpted sides, 'directional' wheelarches – intended to give the car a dynamic look when stationary – and a noticeably small rear screen. At the rear, boomerang-shaped lights give the Tucson a recognisable signature.

Size-wise, the Tucson is 65mm longer and 30mm wider than the ix35, with 30mm added to the wheelbase.

Space

Passenger space is improved all-round thanks to a new platform – to be shared with Kia's new Sportage – but bootspace has been reduced from 591 litres to 516 litres. That figure is still competitive with the big hitters in the class, however, beating the Nissan Qashqai by 85 litres.

Inside, there's a marked jump in quality, with higher-grade materials and extra comfort and connectivity features, controlled via a seven-inch touchscreen. Optional equipment includes ventilated seats and a more advanced self-parking system, while autonomous braking and a rear traffic alert system are also available.

The engine range will be compliant with Euro VI emissions rules and includes two petrol units: a 1.6 GDI with 133bhp, or 173bhp with a turbo. Both come with a six-speed manual, while the latter is also offered with a seven-speed auto.

Three diesels are available – a 113bhp 1.7 and a 2.0-litre unit in two power outputs: 133bhp or 180bhp. These can be paired with either a six-speed manual or a six-speed auto. Initially, all five engines are likely to be offered in Britain.

Two and four-wheel-drive Tucsons will be available, with 4WD likely to be offered on the 2.0 diesel. Given the car's move upmarket, a price rise over the ix35, which starts at £17,000, seems inevitable.

OFFICIAL

BOLD FRONT

Hexagonal grille is familiar, but heavy use of chrome marks Tucson out. Overall shape is more athletic than on ix35 it replaces



**SUPERSTAR
SUVs** ★

Reborn Tucson j

■ Compact SUV set for Geneva show debut ■ Replaces ix35; will target Nissan Qashqai





"This is a complete step change. The Tucson name aligns it more closely with the Santa Fe, so we've an SUV family"

Tony Whitehorn Hyundai UK CEO

oins SUV fray



"Inside there's a marked jump in quality, with higher-grade materials and extra features"

GENEVA'S SUV STARS

Tucson is one of a host of SUVs at next week's show...



Renault Kadjar Based largely on sister company Nissan's Qashqai, Renault's new crossover combines stylish looks with some clean petrol and diesel engines.



Honda HR-V The HR-V will return as one of the largest crossovers in its class. A 453-litre boot, efficient engines plus Honda's Magic Seats set-up are highlights.



Infiniti QX30 Although still a concept, the QX30 will arrive early next year, based on the Mercedes A-Class platform. It'll be produced at Nissan's Sunderland plant.



Mitsubishi concept A 2WD plug-in hybrid concept will debut at Geneva from Mitsubishi. It'll sit beneath the Outlander PHEV when it makes production.



Suzuki iK-2 Concept Previewing a future supermini-SUV from Suzuki, the iK-2 concept promises to be larger and more practical than the Swift.

We drive AMG 6x6 reborn as 4x4

Mercedes G 500 4x4² Concept

Price:	TBC
Engine:	4.0-litre V8 twin-turbo
Power:	416bhp
Transmission:	Seven-speed automatic, four-wheel drive
0-62mph:	7.0 seconds (est)
Top speed:	130mph
Economy:	N/A
CO₂:	N/A

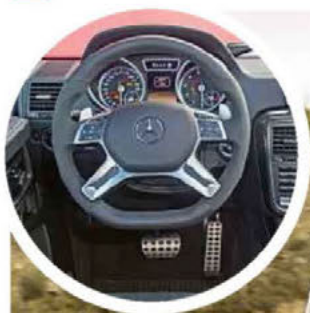
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FIRST DRIVE

■ Behind wheel of Mercedes' 416bhp G-Wagen set for Geneva



AE Kyle Fortune

THE Mercedes G-Class might be 36 years old, but it's enjoying its dotage disgracefully. First came the mad AMG 6x6; now there's a four-wheeled relation. This jacked-up beast is called the G 500 4x4², and unlike the 6x6, of which 100 were sold at a whopping £370,000 each, it's still officially a concept.

To create that massive increase in ride height, there's the same portal axle system as on the 6x6, giving 450mm of ground clearance and a wading depth of up to a metre – double that of the standard G-Class. Each of the 22-inch wheels has a pair of adaptive dampers, with Sport or Comfort modes available.

In the wild, there's nothing that'll stop it, especially if you spec the more extreme off-road tyre package – although that limits the car's on-road ability and cuts top speed from 130mph to 99mph.

Add the road tyres, and thanks to a 30cm increase in track, the 4x4² is surprisingly agile on tarmac, cornering with ability that's at odds with its height and mass. The steering takes a while to react, but the car tucks in enthusiastically when it does – bettering its conventional relations in bends as

well as off-road. Under the G 500's head-high bonnet is an off-road-enhanced version of the AMG GT's 4.0-litre bi-turbo V8 engine, with 416bhp and masses of torque.

It drives all four wheels through three selectable diffs and via a slightly sluggish seven-speed auto box. It sounds superb, though, thanks to four pipes exiting just in front of the rear wheels. The interior retains the same old-world feel of all G-Class cars, yet is even more lavishly trimmed.

The G 500 4x4² is set to debut at next week's Geneva Motor Show, and Merc says it's already made four for evaluation, so production really is an inevitability – although how many it will build and how much each will cost remains to be seen.

Auto Express Verdict

A MAD take on an off-road icon that drives better than its less extreme relations, the G 500 4x4² is likely to have people rushing to buy it, given the 6x6's success.



EXCLUSIVE IMAGE

Rolls confirms first-ever SUV is on way for 2017

THE speculation is over: Rolls-Royce has confirmed it will produce an SUV to battle the Bentley Bentayga.

The news follows our exclusive images in Issue 1,288, showing how the car could look. An open letter from chairman Peter Schwarzenbauer and CEO Torsten Müller-Otvös states "we will take our time in developing and perfecting this new concept in luxury", but a launch date in 2017 seems likely, after the introduction of the new Wraith Drophead and before the flagship

Phantom is replaced. The letter calls it a "seminal moment in Rolls-Royce's 111-year journey" and describes the model as "a high-bodied car, with an all-new aluminium architecture".

It refers to the SUV as "a car that offers the luxury of a Rolls-Royce in a vehicle that can cross any terrain" and "a car that reflects Rolls-Royce's brand promise of effortless luxury".

The driving force behind the car has been customer demand, plus a thirst to innovate, Rolls claims. Details on the mechanicals are still under wraps, but expect a retuned V12 engine and a new plug-in hybrid powertrain. Four-wheel drive will be standard, as will a luxuriously appointed interior. The price is set to be some way above the Bentley's – starting from at least £250,000.

We showed how SUV could look in Issue 1,288; now it's confirmed





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Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) - 53.3 (5.3), Extra Urban 53.3 (5.3) - 67.3 (4.2), Combined 44.1 (6.4) - 61.4 (4.6). CO₂ emissions are 149 - 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDI 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

Wraps off classier, curvier

■ Honda reveals stylish, spacious new supermini ahead of Geneva ■ More safety kit, and promises improved refinement



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AE HONDA has revealed the third-generation Jazz ahead of its debut at the Geneva Motor Show next week, and it'll arrive in the UK in the summer, nearly 18 months after going on sale in Japan badged as the Fit.

The company has hailed the supermini's design as "bold yet sophisticated", with unrivalled interior space and versatility. It also claims better refinement, advanced safety and an improved infotainment system.

While still recognisable as a Jazz, the car is curvier and less boxy than before. It has a familiar Honda nose and gloss black grille, plus a steeply raked windscreen, high window line and sharp rear end.

Inside, the dash uses higher-grade materials, with contrasting upholstery and polished chrome accents. All models feature a multifunction steering wheel, with a five or seven-inch display, depending on trim.

Top-spec cars offering the seven-inch touchscreen employ smartphone-style 'pinch, swipe and tap' functionality, running on the Android operating system. The Jazz also offers a MirrorLink set-up, giving access to real-time traffic news, weather and Internet radio via owners' Android phones. Further apps are available from Honda's App Centre, including an integrated Garmin sat-nav.

The Jazz will be based on Honda's new supermini platform, and will share underpinnings with the HR-V crossover (Issue 1,358). Cleverly packaging the fuel tank under the front seats frees up

OFFICIAL



Inside, new Jazz uses better-quality materials, plus high-spec cars feature a seven-inch screen

floor space in the back – allowing the inclusion of Honda's latest Magic Seat system, which lets you fold seat bases forward to make room for tall objects.

From launch, the new Jazz will get an efficient 102bhp 1.3-litre i-VTEC petrol engine, complete with a new six-speed manual box or optional CVT. It also has lighter suspension components and a longer wheelbase for a more comfortable ride, while the electric power-steering is said to give more feedback to the driver.

Honda is eyeing a five-star Euro NCAP rating, and all but the most basic Jazz get the Advanced Driver Assist System as standard. This includes forward collision warning, lane departure warning, traffic sign recognition and high-beam assist. Active city braking is standard, too.

The Jazz is due on sale in the summer, and prices will be announced closer to then. We expect a hybrid to appear later, but a Europe-friendly diesel is unlikely.



"Although it's still recognisable as a Jazz, the new supermini is curvier and less boxy than before"

...And 208 freshens up for show, too

ANOTHER new supermini taking to the stage in Geneva will be the refreshed Peugeot 208. It benefits from a subtle redesign, as well as more efficient engines and new trim levels, and is due in showrooms in June.

Efficiency upgrades now mean the 208 is the most efficient non-hybrid on sale in Europe when fitted with the updated 1.6 BlueHDi diesel – Peugeot claims 94mpg-plus, and just 79g/km of CO₂. All other engines now comply with Euro VI emissions regulations, while a new 110bhp three-cylinder 1.2-litre VTI petrol engine has also been added to the

range. The facelift brings along a sharper front bumper with separate foglamps and a wider grille. New two-tone headlamps with a revised LED light signature are standard on all models from Active trim and above.

At the rear, the LED tail-lamps are reshaped, while new 16 or 17-inch alloy wheel designs are offered across the range.

Other changes include the introduction of two new trim levels: GT-Line and GTi by Peugeot Sport. The latter has been inspired by the

208 GTi 30th Anniversary Edition (Page 44), and brings a wider track, lowered ride height and Torsen front differential. The trim can only be added to GTi models, which also now feature a more powerful 205bhp 1.6-litre turbo.



Preview new Honda Jazz



NEW LOOK
Curvier shape hides
all-new supermini
platform, plus 1.3
i-VTEC engine



MORE TECH
Screen has MirrorLink
function, plus owners
can download apps;
rear is now sharper



SHARPER LOOK New
front bumper, wider grille
freshen up 208, as do the
reshaped LED tail-lights



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Inside, leather steering wheel is now standard-fit on Active models upwards

'800bhp-plus' Aston V

■ **£1.5m hypercar to debut at Geneva; only 24 will be built**



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AE ASTON Martin is taking on the McLaren P1 GTR and Ferrari FXXK with a track-only hypercar of its own. Called the Vulcan, it's loosely based on the roadgoing One-77, but with the V12 engine turned up to "800bhp-plus" and an asking price of around £1.5million.

It will debut on Aston's Geneva Motor Show stand next week, with the first public demonstration laps scheduled for the Le Mans 24 Hours in June. Just 24 examples will be built in total.

The sensational new shape is completely bespoke, with its ultra-wide track, huge rear wing and extreme aero package. Air vents in the bonnet are there to cool the immense engine, while the slash from the front wheelarch along the flanks is a new idea for the brand.

There are elements of the new DB10 concept in the low-set front grille and headlights, suggesting the Vulcan isn't only to shock and awe – it points towards the upcoming DB9 and V8 Vantage, too.

Based around a lightly modified version of the One-77's carbon-fibre tub, the Vulcan counters the hi-tech hybrid set-ups used by Ferrari and McLaren with a more traditional front-engined, rear-wheel-drive layout. The V12 is a naturally-aspirated unit tuned to over 800bhp, channelling its power through an Xtrac six-speed sequential box.

The Vulcan also gets a limited-slip differential, a carbon prop shaft and carbon-ceramic brakes. Unique Michelin tyres cover 19-inch alloy wheels

■ **OFFICIAL**

"The V12 is tuned to over 800bhp, channelling its power through an Xtrac six-speed sequential box"



STYLING Vulcan is a striking car, with its low-set grille and huge rear wing. Slash from the front wheelarch is a new Aston touch

controlled by advanced pushrod suspension with adjustable dampers.

Overall weight is just 1,350kg, thanks partly to a stripped-out interior smothered in carbon fibre, Alcantara and titanium. A full digital display sits behind a semi-circular steering wheel. Plus, Aston claims it's "almost infinitely flexible in terms of colour and trim".

All 24 owners will also be offered the opportunity to improve their driving skills under the tutelage of Aston Martin Racing's Le Mans-winning Darren Turner.



More power for Bentley's upgraded Conti GT

■ **OFFICIAL**



ANOTHER big-hitter joining the swathes of high-performance metal at next week's Geneva Motor Show will be the facelifted Bentley Continental GT.

The brand has focused on "sharpening the GT's on-road presence", with a more aggressive front bumper featuring new air intakes and the rear end now

incorporating a reshaped bootlid, plus a new bumper and diffuser arrangement. The range of colour and wheel options available has been expanded, too.

Inside, the Bentley will have new leather seat patterns, with diamond quilting now featuring on the 616bhp GT Speed (pictured). There are also



Conti gets new, more aggressive front bumper, while at the rear, bootlid is reshaped

chrome fixtures and black inserts on the centre console, while the instruments feature updated dials and graphics.

Power from the 6.0-litre W12 engine has been upped from 567bhp to 582bhp, with torque up 20Nm to 720Nm. Cylinder deactivation technology – allowing the car to run on only six cylinders under

light throttle – has also helped to improve efficiency by five per cent.

Alongside the W12, the 4.0 twin-turbo V8 engine remains unchanged, producing 500bhp in the standard model and 521bhp in the S. Bentley will also debut a refreshed version of the Flying Spur at Geneva.

Vulcan wings in



LIGHT SHOW Thanks to stripped-out interior made of carbon fibre, Alcantara and titanium, the Vulcan is 150kg lighter than the One-77, at 1,350kg



Semi-circular steering wheel adds to race car feel, likewise do the huge bonnet air vents



Q&A

MAREK REICHMAN

Aston Martin design director

Q Why build a car like this, and why now?

A "Building on what we've achieved in racing is important and we've seen a trend over the last nine to 12 months that One-77s are selling for way above the list price. You've seen the Vantage GT3 – this is the next step. Other manufacturers have shown there's a market for this sort of thing. I don't want to say that ours is more analogue, but we're certainly doing things a little differently."

Q How similar is the Vulcan to the One-77?

A "We used the One-77 moulds for the carbon tub, but modified them to make the engine mountings lower and accommodate the gearbox and roll cage. Beyond that, it's a case of making sure the whole chassis is in tune with its lighter 1,350kg weight and with around 100bhp more power."

Q What does the Vulcan tell us about future Astons?

A "Both the Vulcan and DB10 hint at the future face of Aston Martin, but what we'll see is that the next DB9 is more genteel and the next V8 Vantage is more aggressive; we want a wider spread of products. The new DB9 will be tech-led, too. We've never invested so much in a new product, and there's our tech partnership with Mercedes."

Q Since Andy Palmer took over as CEO, things seem to be moving quickly. Have you ever been this busy?

A "I just had a chat with Andy and a customer who's interested in the Vulcan, and I said the thing about Aston is the glass isn't half-empty any more; it's half-full. Andy turned to me and said: 'No, it's overflowing!' We had a plan in place before Andy, but he's a guru for product planning. He's taking the company's soul and moving it on."

Jensen Interceptor on way back



AMG GT RACER TEASED

MERCEDES has released a mean-looking teaser image of the new track-only Mercedes-AMG GT3 racer.

Very few details have been confirmed so far, but we do know it will debut at the Geneva Motor Show next week, and could inspire a more extreme AMG GT Black Series for the road. Mercedes' last GT3 racer was based on the SLS coupé and achieved 182 overall victories, 98 pole positions and 930 top 10 positions across a variety of global racing series.



Reborn British brand plans new GT, and then Interceptor



LEGENDARY British sports car maker Jensen has risen from the ashes and announced it'll be building a new car to be launched next year, followed by a new Interceptor.

A new company called the Jensen Group will launch the GT in 2016. It'll be powered by a General Motors 665bhp 6.4-litre supercharged V8, and based on a bespoke spaceframe chassis. The GT will come as a two-seater or as a 2+2, and promises a luxurious cabin, with leather and Alcantara trim. All cars will be built to order and cost in the region of £350,000.

The GT will be built in collaboration with Jensen International Automotive (JIA) – a company better known for its modified Interceptor R model. And while neither Jensen Group nor JIA is connected to the original Jensen Car Co. Ltd, the announcement will be good news for Jensen fans, as the GT will be the first car to bear the famous name since the car maker ceased trading in 2002. The model is being treated as a stopgap until a brand new Interceptor is created. It is also set to appear in 2016.



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There has never been a better time to go enjoy a brand new MG. From only £8,399 OTR the MG3 has loads of exciting extras as standard including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

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MG3 Fuel consumption mpg (l/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km. MG6 Fuel Consumption mpg (l/100km): DTI-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.
Models shown – MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTI-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTI-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

Drivers back LPG, but industry calls for help

Over a quarter of motorists in our survey would switch



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@AE_Consumer

AE MORE than a quarter of drivers in the UK would consider converting their car to liquefied petroleum gas (LPG), according to an Auto Express survey.

The alternative fuel is widely available in the UK, at 1,400 filling stations, and could save customers £100s in costs.

In an *autoexpress.co.uk* poll last week, 26 per cent of the near-1,500 respondents said they'd think about switching. But poor promotion and concerns from car buyers and owners over conversions mean that LPG is a niche choice here, with only around 155,000 vehicles running on it.

Asked why LPG hadn't taken off in the UK, Paul Oxford, business development manager for Autogas, said: "There is an awareness issue. But we need greater Government and manufacturer support."

A Society of Motor Manufacturers and Traders (SMMT) spokesman added: "The infrastructure for plug-in vehicles in the UK is currently benefiting from significant investment and developing rapidly, which is not the case for LPG."

A number of brands already offer LPG cars in the rest of Europe, though, so Oxford believes it just needs UK backing. He said: "On the Continent, 17 makers offer LPG cars. It's a confidence thing. If it was supported by manufacturers and the Government, more people might buy it."

Autogas launched a programme of certified fitters for conversions recently. A

OFFICIAL



"If LPG was supported by manufacturers and the Government, then more people might buy it"

Paul Oxford Autogas business development manager

conversion takes around two days and costs between £1,200 and £1,600.

LPG costs 61p per litre on average, so a driver covering 10,000 miles a year in a 50mpg diesel (£1.15 per litre) could save £491 annually – and recoup the cost of the conversion in between 29 and 37

months. LPG also brings a small saving on road tax. The hope is that LPG cars could eventually make up 2.5 per cent of those on UK roads, according to Oxford.

"It's a niche market, but it's a sizeable one," he said. "We think 600,000 is an achievable target with the right support."

news in brief



Toyota's fresh face for Brit-built Auris

TOYOTA has pulled the wraps off its revamped Auris hatch (above) and Touring Sports estate.

As well as a lightly refreshed exterior with a new grille design, the Ford Focus rival – set to debut in the flesh at next week's Geneva Motor Show – will get an upgraded cabin with new materials and the latest active safety technology.

The brand also promises a new range of petrol and diesel engines to boost performance and efficiency. Expect to see the new Auris in dealers in the summer.

New i20 Coupé to start at under £13k

HYUNDAI has released full pricing and specs for its new i20 Coupé. Set to go on sale at the end of March, the three-door supermini starts at £12,725 in SE trim with an 83bhp 1.2-litre petrol engine.

It's also available with an 89bhp 1.4 CRDi diesel, which starts from £14,725. SE brings 16-inch alloys, Bluetooth, cruise control and parking sensors, while top-spec Sport Nav gets a new seven-inch touchscreen, sat-nav and a DAB radio, and costs from £14,400.

Labour to abolish stealth cameras

THE use of speed cameras as 'cash cows' and hidden grey 'stealth' cameras would be banned under a Labour Government, according to shadow transport secretary Michael Dugher.

The claim came after it was announced speed cameras on new 'smart' motorways would remain grey as standard practice. Labour also wants legislation to ensure councils are only targeting accident black spots rather than making huge profits through the use of speed cameras.

Cee'd gets the GT look for less

KIA will reveal a racy new GT Line trim for its Cee'd range at next week's Geneva Motor Show. Offering the look of the GT hot hatch for less cash, it will appear here towards the end of this year.

Bigger news for the Cee'd is a new 1.0-litre three-cylinder turbo petrol

engine. It offers 118bhp and 172Nm of torque, and Kia says it'll emit less CO₂ than the existing 1.6 petrol. Expect a figure of less than 120g/km, as well as fuel economy of 55mpg-plus.

Kia has also boosted the power of the 1.6-litre CRDi diesel from 126bhp

to 131bhp. Torque is up by 20Nm, too, to 285Nm, but the brand says buyers should see improvements in CO₂ as well.

Also new to the Cee'd is a seven-speed dual-clutch auto, which should cut running costs over the current six-speed torque converter auto box.



GT Line Cee'd gets big bumper and alloys; new engines for hatch, too

675LT takes aim at 458 Speciale

■ **Extreme coupé set to debut**
■ **0-62mph in 2.9s; 205mph**



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AE McLaren's headline act at next week's Geneva Motor Show will be the sizzling new 675LT. Designed as the most extreme roadgoing model in McLaren's Super Series, the newcomer will take aim at the Ferrari 458 Speciale and is likely to have a price tag in the region of £260,000.

Based around the McLaren 650S, the 675 Longtail has been comprehensively re-engineered, with a third of its parts modified to suit its track-focused nature. Visual updates over the 650S are modest, with a subtly reshaped front bumper featuring a new carbon fibre front splitter, while at the rear a new active 'Longtail' airbrake and titanium dual exhaust system have been added.

The part carbon and aluminium body has now been completely replaced with lightweight carbon fibre, resulting in a 100kg weight reduction. That brings the weight down to 1,230kg, making it 60kg lighter than the 458 Speciale.

Power from the 3.8-litre twin-turbo is increased from 641bhp to 666bhp. Up to 50 per cent of the internals from the 650S's engine have been replaced, with new turbos, a new exhaust manifold and updated cylinder heads all added. The result is 0-62mph in 2.9 seconds, and a top speed of 205mph – 0.1 seconds and 3mph quicker than its 458 Speciale arch-rival.

The changes continue inside, with McLaren adding a pair of race-derived

■ **OFFICIAL**



675LT is based on 650S, but features a body now made entirely of carbon fibre



carbon fibre bucket seats trimmed in Alcantara. The 675LT will be offered in five 'By McLaren' specifications featuring matching interior and exterior trim. However, it will only be offered as a coupé, with confirmation on pricing and a production run expected following its debut at the Geneva show.



...As 987bhp P1 GTR hits the track

ALONGSIDE the 675 LT at Geneva, McLaren will reveal the stripped-out, track-only P1 GTR. It'll debut in the iconic yellow and green livery inspired by the F1 Le Mans racer, and only 35 examples will be built at £1.9million apiece.

The headline upgrades are a dramatic aero kit, 50kg weight reduction and more powerful, 987bhp 3.8-litre twin-turbo V8. The P1 GTR also benefits from a 10 per cent improvement in downforce, and all 35 customers will get a place on a McLaren driver programme to help them extract the car's full potential.

Fastest-ever Octavia blasts in

SKODA'S stand at next week's Geneva Motor Show might be centered around the new Superb, but a more powerful version of the Octavia vRS hot hatch called the vRS 230 will also be unveiled.

Set to go on sale in June, the special-edition model will sit alongside the standard vRS, but receives a raft of upgrades. A power increase of 10bhp from the 2.0-litre turbo brings the hot Octavia's total to 226bhp, with a front limited-slip diff fitted as standard.

A similar performance upgrade is also available for the Octavia's sister car, the Golf GTI, so expect the same £1,000 price premium to be carried over to the new Skoda, too.

As a result, the car's 0-62mph sprint time has been cut by 0.1 seconds to



6.7 seconds, and the top speed has increased by 1mph – from 154mph to 155mph – making it the fastest production Octavia ever made.

Also on the Skoda stand in Geneva will be a special-edition Monte Carlo version of the Fabia hatchback.

vRS 230 gets a power increase of 10bhp and a top speed of 155mph

New diesel engine for Mitsubishi's next L200



MITSUBISHI has announced details on its all-new, fifth-generation L200 pick-up. Visual changes have been kept to a minimum, with a new chrome grille and LED daytime running lights added.

A new 2.4-litre turbodiesel engine replaces the old 2.5-litre unit, with 151bhp and 178bhp versions available. Sales are set to begin this summer.



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£219	£22,250	£4,970.64	£1,000	£16,279.36	37 MONTHS	£10,355	£24,209.64	4.9%	

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Drivers face bodyshop shortfall

Warnings of repair delays and increase in premiums



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AE A SHORTFALL in bodyshops will see motorists waiting longer for crash damage repairs and could hike insurance premiums, a new report predicts.

The number of car body repair shops has decreased by a third over the past decade, with another 10 per cent expected to disappear by 2020, according to research by Trend Tracker.

That'll leave a repair capacity deficit in the UK, creating backlogs and frustrating delays for owners while also increasing the cost to insurers.

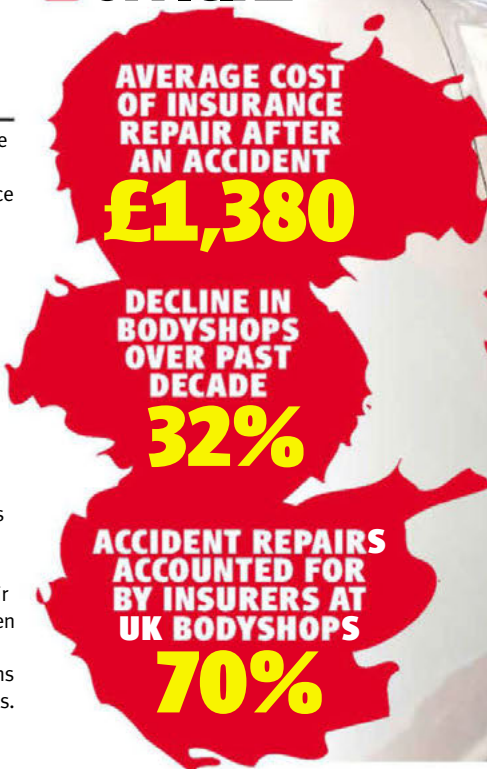
The rapid decline in bodyshops is down to a lack of demand, as motorists have driven fewer miles and had fewer accidents in the past 10 years.

The expense of running a body repair garage that's not used regularly has seen franchises switch to on-site servicing. They now favour using smart repair teams to carry out second-hand refurbishments.

Safety improvements such as ABS, standard in the EU since 2007, have also contributed to falling accident rates, while extra congestion means high-speed accidents are rarer, too.

Drivers are therefore less likely to claim for smaller crashes they're involved in, as it's more cost effective to protect a no-claims bonus and avoid paying a policy excess. Policy excess is much higher than before, with comparison websites often offering better deals for higher compulsory and voluntary

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"Expense of running a body repair garage that's not used regularly has seen franchised dealers switch to on-site servicing rather than bodywork"

excess. Trend Tracker's Robert Macnab said the number of repairs needed is forecast to begin increasing by 2020, due to the number of people on the road rising again as motoring costs fall. And while insurers were spoilt for choice in 2004, quality bodyshops are now rarer.

Technical advances in car production with new materials and hybrid tech mean the average cost of a repair will

SHORTAGE A further 10 per cent of bodyshops are expected to disappear by 2020, thus increasing wait times further

rise, too. It leaves insurance companies with a decision on how to foot the bill.

Macnab added: "The UK motor insurance market is highly competitive and attempts by insurers to raise premiums have often come unstuck."



news in brief

Baby Lexus targets Audi A1

LEXUS will reveal a premium supermini at the Geneva Motor Show. The LF SA concept (right) explores "unexpected territories for the brand" and is tipped to rival the Audi A1. It features Lexus' striking grille and LED light signature.



New Suzuki Vitara names price

SUZUKI has announced prices for its new Vitara small SUV. On sale in April, it starts at £13,999 for the 118bhp 1.6-litre petrol SZ4, with the 1.6-litre diesel costing from £16,999 in SZ-T spec. Base models get a DAB radio with Bluetooth, cruise control and air-con. Four-wheel drive is also offered on SZ5 versions for an extra £1,800.

Mercedes' luxurious new Pullman stretches out

THE luxury limo has been given a whole new definition by the new Mercedes-Maybach Pullman. A longer, plusher version of the Maybach S 600, the 6.5-metre car gets Rolls-Royce levels of opulence, and is targeting governments and royals with a £350,000-plus price.

Set to debut at next week's Geneva Motor Show, it celebrates the 50th anniversary of the original 600 Pullman's release. The front and rear are faithful to the current S-Class' design, but a

dividing section is housed between both sets of doors to boost length.

Inside, four occupants sit facing each other in pairs on quilted, reclining leather seats, with an electronic partition window separating them from the driver. A central divider houses a champagne cooler and glass storage, while an 18.5-inch monitor rises beside the partition.

The Pullman is powered by a 6.0-litre V12 bi-turbo engine, producing a huge 522bhp and 830Nm of torque.

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Mercedes-Maybach Pullman's launch marks 50th birthday of iconic 600 Pullman

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Offer now includes £500 Mazda Deposit Contribution and is available on Mazda Personal Contract Purchase. For more information or to book a test drive, search Mazda3. DEFY CONVENTION.

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

VW's striking new CC shape

Four-door coupé based on Passat guns for CLS at Geneva



Jonathan Burn
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AE VW will give us a closer look at the replacement for the CC, with a bold four-door coupé concept set to debut at next week's Geneva Motor Show. It'll join the new Touran (opposite), Passat Alltrack and Sharan MPV on the stand when the doors open on 5 March.

Seen here for the first time in official VW images, the as-yet-unnamed concept shows a clear relationship to the Passat, but features a more athletic body and coupé-like profile. At the front, a wide grille extends the width of the car and merges with sleek LED headlamps, while LED-framed air vents in the lower section of the front bumper and bulging arches exaggerate the car's width.

A strong shoulder line runs the length of the car, with a cascading rear end giving the four-door coupé a sports car-like stance. VW has stated the concept is the "champion of a new progressive VW design language".

Beneath the svelte body, VW has confirmed a turbocharged petrol engine and two electric motors will provide the power, with the concept also using an "innovative four-wheel-drive system".

More specific technical details are being kept under wraps until its Geneva debut, but a realistic proposition is an evolution of the powertrain in the

OFFICIAL



Passat GTE (driven on Page 36) with an electric motor bolted on to each axle.

Judging by the styling and innovative tech on the new concept, it's clear VW is attempting to push the next-generation CC further up the food chain and possibly closer to the Mercedes CLS as a result.



"Under svelte body, VW has confirmed a turbo petrol engine and two electric motors will provide the power"

Gorgeous new Audi estate swoops into view

IT'S not just Volkswagen which has the coupé bug at Geneva, as sister brand Audi is also set to field a swoopy show-stopper on the stands in Switzerland.

We brought you official digital images of the striking new Prologue Avant concept in Issue 1,358, but these latest pictures provide more detail.

While there's a clear visual resemblance to Audi's current A6 Avant from the rear, the low roof height and sweeping window line are all-new. The car is proof that Audi is exploring other ways of designing estate models and is considering building load-luggers that major more on style than space – an approach rival Mercedes has found so much success with through its CLA and CLS Shooting Brake models. From

the front and waist down, the Prologue Avant clearly takes cues from the Prologue Concept seen at November's LA Motor Show. A new 'singleframe' grille that's stretched across the width of the car features, as do slim LED laser headlights – the next generation in lighting technology from Audi.

More importantly, though, the car not only previews a future shooting brake estate, but how all Audis penned by design chief Marc Lichte will look in the coming years.

There's no word on what's under the bonnet, but we reckon it'll use the Prologue's 4.0-litre twin-turbo V8.



Prologue Avant has been revealed in more detail, and bold grille is flanked by laser lights

apes up for show

BOLD LOOK Official images show athletic shape for imminent CC replacement



OFFICIAL



...Bigger, better Touran loads up on space and quality, too

THE more practical new Volkswagen on display in Geneva will be the latest Touran MPV, which gets a revised look, new tech and improved cabin materials.

It's marked out by LED headlamps and fresh bumpers, while under the skin, it's based on the MQB platform. This means it gains 130mm in length, making the five-seat model the most spacious car in its class, with a 1,040-litre boot. A seven-seat version is also available.

The engines are 19 per cent more efficient on average than before, with three petrol engines and three diesels. The most frugal is the new 109bhp 1.6 TDI, capable of 68.9mpg.

The Touran will be one of the first VWs to get Apple CarPlay. Android Auto (Google's rival) and MirrorLink are also available.



Touran gets improved materials inside



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@mat_watson



THIS week I've been trying something new – video blogs. They're not ultra-slick, but they give you an honest and instant reaction to two top sports cars. See both at autoexpress.co.uk.

Is GTS the pick of the 911 line-up?



BRIDGING the gap between the Carrera S and the hardcore GT3, the new GTS (driven on Page 45) should be the sweet spot of the entire Porsche 911 range.

But does it deliver on its promise? Join me for a look round the car to see what it adds over the S model and to hear its wonderful engine.

New turbo Ferrari California roars in



ENGINE sound matters just as much on this car, which is the first of the current Ferraris to make the switch to turbo power.

But has this robbed the car of some of its appeal, or do the added performance and chassis upgrades make up for a slight loss in noise?

Next Micra comes out of shadows

NISSAN has released a teaser image of a new car set for next week's Geneva Motor Show that'll pave the way for the next-generation Micra.

The Sway concept will preview a model sitting on the first all-new platform for the supermini since 2003. Nissan claims it offers a "glimpse" of its latest design language – seen first on the likes of the bold Juke and latest Qashqai SUVs – applied to a small European hatchback.

Although the rakish profile and dramatic lines will more than likely be toned down for the production Micra, the trademark grille design and angular LED headlamps are likely to be retained. Nissan has yet to reveal exactly when we will see the new Ford Fiesta rival, but as the current car was revamped back in 2010, we expect it to appear in around 2016.



You can watch any of our videos on your phone. Simply scan this QR code.





THE NEW ŠKODA FABIA WHAT THE PEOPLE SAY...

THREE SETS OF MOTORISTS WITH VERY DIFFERENT REQUIREMENTS GIVE THEIR VERDICT ON THE ALL-NEW FABIA

ŠKODA owners love their cars – and that's a fact. After all, the brand was named the top car manufacturer in the 2014 Auto Express Driver Power owner satisfaction survey. So with ŠKODA's very latest model – the much anticipated third-generation Fabia – now on sale in the UK, finding out what motorists who took part in last year's survey made of the car was too good an opportunity to miss.

Three very different groups of people – two of which own the Mark 2 version – got the chance to check out the new 1.4-litre TDI SE-L Fabia. There was a ŠKODA fan who loves a small car with a big personality. There was also a keen cyclist who needs a car which matches his lifestyle, but that's easy for his fiancée to learn to drive in. And, last but not least, a family which has downsized but still needs a vehicle with plenty of room. As well as getting a good look around the car, they took it for an exclusive test drive.

So how would the new car measure up? And for those who own a previous-generation Fabia, does this latest version move the game on sufficiently? Read on to find out, then go to www.autoexpress.co.uk to see their video reports...



“PRACTICAL”

Cyclist Oliver Bowles and Sara Thielker, who is learning to drive, from Bradford-on-Avon, Wilts

WHAT THEY SAY

OLIVER currently owns a car in the same class as the Fabia's big brother, the Octavia. He likes it, but fiancée Sara is less keen.

She said: “I want to learn to drive, but our car's size is a little intimidating.” But in the Fabia, she felt a lot more confident. “It's easier to see the corners of this car,” she continued. “I like that. The view out is much better, too – I'd happily learn in this.”

But Oliver can't make any compromises on interior space – as a keen cyclist, he needs a car large enough to carry his bike, and the Fabia fits the bill. He said: “Despite being smaller than my car, the new Fabia actually feels more roomy inside!”

During the test drive, something else surprised Oliver. When the car in front suddenly braked, the Fabia emitted a warning beep. That's because it is fitted with a front facing radar which can spot potential hazards and, had Oliver done nothing, it would have automatically applied its brakes. “Wow, that's a great feature,” he said. “Especially for a learner,” Sara added.



“SPORTY”

Jenny and Adrian Corney from Market Drayton in Shropshire run a Mark 2 ŠKODA Fabia vRS

WHAT THEY SAY

JENNY adores her Fabia vRS. “It's fast, it's fun and it's got bags of style,” she said.

In fact, one of the main reasons she bought her car was for its looks. But she added: “I thought green was the option for me – but I actually really like this new car's white and blue combination.”

Being able to choose contrasting colour themes is a key selling point with the new Fabia, and so are its sharper looks. Adrian said: “Somehow it manages to look even more sporty than our vRS.”

Part of the reason is that the new model is lower and wider than the old car, and this helps the handling.

Obviously, the SE-L test car is not as overtly sporty as Jenny's high-performance vRS, but she was still very impressed with how it drove. “It's very comfortable, yet it doesn't feel at all wallowy in corners,” she said. “It handles very well.”



“FAMILY FRIENDLY”

Mark and Kerry Thornley and their children live in Nottingham and have downsized to a Mark 2 Fabia

WHAT THEY SAY

THE Thornleys bought their 2008 Fabia 1.4 TDI when downsizing from a larger car. Mark explained: “It was a cost-cutting exercise and our Fabia certainly helps us save money – I've driven it to Wales and back on just £18 worth of fuel!” But Mark

was surprised to learn the new model is even cheaper to run. All the diesels can return more than 78mpg and their low CO₂ emissions mean they don't cost anything in road tax. “That's incredible. Considering how economical this car is, the 1.4 TDI engine feels nice and nippy to drive.”

As well as being more economical, the new Fabia is also more practical than before. Its boot is bigger and has a parcel shelf which you can set in a mid position

to protect items underneath. There's also a range of Simply Clever solutions to make your life a bit easier, such as an ice scraper in the fuel filler cap and parking ticket holder on the windscreen.

Mark said: “Our Fabia is our main family transport. We use it for commuting, going on holiday in and shopping. It's a great all-rounder, but this new one is even better. When it comes to replacing our car, I know what to get.”

See the videos at autoexpress.co.uk/skoda-fabia

www.autoexpress.co.uk





Lexus paid to repair Thomas' 2005 RX 400h after warranty provider rejected his claim



Chris Ebbs

Good customer service sets brands apart in our Driver Power survey

AE CUSTOMER service is a major part of the car buying process. But it's even more important in the ownership experience when something goes wrong.

We often see a mix of good and bad customer service on our Watchdog pages, but this week's lead case (left) has to be considered as an example of excellent customer service.

Even though Thomas Frogbrooke's Lexus was 10 years old, and he'd already claimed a number of times on his extended warranty, Lexus still covered the cost of the car's worn front suspension bushes.

It didn't have to pay out on the repair, and as it was such an old model, Lexus had every right to make Thomas pay for the work himself. Most companies probably would have done so.

But it's pleasing to find a business that goes out of its way to keep customers happy. It instils confidence further down the line when an owner is deciding on their next car.

This is what sets apart those manufacturers that top our Driver Power survey from those languishing near the bottom. And it's easy to see why Lexus has been at the top of that table for some time now, when it delivers this kind of service.

With two weeks left before our Driver Power 2015 survey closes, you don't have long to tell us about the good, and bad, experiences you've had at the hands of a manufacturer. Visit autoexpress.co.uk/driver-power to give us your views.

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@AE_Consumer

"It's easy to see why Lexus has been at the top of the table"

Lexus honours claim on 10-year-old SUV

■ **CASE STUDY** Award-winning brand to rescue as aftermarket cover provider rejects claim on RX

AE Joe Finnerty

THE customer service you receive varies between every dealer and manufacturer, so deciding where to place your money and faith can be hard.

Thomas Frogbrooke, of Birmingham, decided to heed the results of our Driver Power dealer survey and shop at a Lexus franchise. The brand's garages have topped the rankings since Driver Power began in 2002, so Thomas felt confident buying a 10-year-old RX 400h from Lexus Exeter in December 2013. For extra peace of mind, he took out a two-year extended warranty.

Within the first year of ownership, Thomas had to claim for leaking tailgate lights, a seized brake caliper, leaking air-con condensor and water pump.

This year, Thomas found himself having to claim again, as the front suspension bushes had split and needed replacing at a cost of £1,100. But this time, when an engineer for the warranty company inspected the car,

they rejected the claim as wear and tear. Thomas was even more disappointed when the manager at Lexus Exeter told him he'd seen claims for the same issue on older vehicles with higher mileages approved by the same company.

Thomas contacted Auto Express as he wasn't convinced suspension bushes should be wear and tear items, and said most policies list specific exemptions when you purchase them. He told us: "I've tried E-mailing customer services, but they just repeat the 'wear and tear' line without answering my questions."

We got in touch with Lexus on Thomas' behalf and, after reinvestigating the case, it agreed to cover the cost. It also let him get the car fixed locally, rather than having to return to Lexus Exeter.

A Lexus spokesman said: "While the issue was not covered by the terms of the extended warranty, Lexus tries to ensure it is as fair as possible with every customer. We are happy that this has been brought to a positive conclusion."

Petrol payment at the tap of an app

DRIVERS can now pay for their fuel using just their smartphone, thanks to a new system set up by Shell and PayPal.

The service will be rolled out to an initial 1,000 Shell Drivers' Club customers in April (with plans to take it nationwide later in 2015) and offered across participating Shell garages for Android or iOS-compatible smartphones.

It'll work through either the Shell Motorist or PayPal apps. Once a driver pulls up to a forecourt, they select the corresponding pump on the app. This authenticates the payment and the user can fill up their car. A receipt is sent to the phone to confirm payment.

The app should only be used in the car and Shell says it's worked with London Fire Brigade to ensure it's safe.



■ **ADVICE** What should you do if it happens to you?

IT'S notoriously difficult to get a payout on an extended warranty, but if the policy is associated with a manufacturer, persistence may pay off and you may overcome a wear and tear hurdle. For peace of mind, check out our Driver Power ratings to find out which brands' dealers treat their customers best when buying a car.

Ford pays price in ST privacy glass mix-up

■ Tinted glass advertised as standard, but cars came without



Joe Finnerty
NEW models come with a long list of options and add-ons which can dramatically increase the list price.

So John Lancaster, from Penrith, Cumbria, was delighted to read in the brochure that the Ford Focus ST-3 he'd ordered came with privacy glass as standard.

However, John contacted Auto Express after hearing buyers had taken delivery of their ST-3s, only to find them fitted with non-tinted glass.

John said: "The brochure specifically states privacy glass is standard on the ST-3 and it's one of the main reasons I went for this spec."

We looked at the brochure and found it had now been changed. So what of owners who'd already ordered an ST-3? A Ford spokesman told us: "This was a price list error which was rectified as swiftly as possible. We've offered two options: £300 compensation, or an ST-3 reordered with glass fitted free of charge."

John added: "This is no good for customers who have had their cars already delivered – they used the compensation to get the windows tinted, but this is clearly an inferior solution."

Mistake in brochure left buyers thinking Focus ST-3 had privacy glass as standard



DRIVING DOCTOR Paul Ripley
www.drd.uk.com @drpaulripley

■ **HOW much time do you allocate for a journey? How do you plan to arrive on time when you have no idea what the road and traffic conditions will be like? If a driver falls behind a pre-determined journey schedule it can cause stress, which may lead to risk-taking, as well as erratic and dangerous behaviour behind the wheel. All this to save precious moments. The only precious elements of any journey should be safety.**

TOP TIP: Better to arrive late in this life than early in the next.

■ WHIPLASH FRAUD HITS NHS

THE NHS is under pressure as doctors waste valuable hours on fraudsters making false whiplash claims.

A study by insurer LV= reveals that doctors believe they see around 116,000 cases a month of people they suspect of feigning or exaggerating injuries in order to claim compensation following a car accident.

More than half of doctors admitted to feeling pressured into agreeing a patient was injured despite doubts.



Inbox What do you think?

Contact **Joe Finnerty**

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Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD



Mike's proposed changes have been popular with readers

HOT TOPIC Mike's manifesto

FROM: Mike Rees IT'S brilliant. Any chance Mike Rutherford could run as an independent in May? Can I add one extra item to the list? Better means of reporting and enforcement for drivers using mobiles. About six months ago, I witnessed very erratic driving at speed by one such driver. Although he wasn't involved in an incident, I felt this driver should be saved from himself and booked.

Police told us there were no "independent" witnesses, so they would not take any action, despite my passengers having noted the date, time, place and registration of the car. What's the point of a law that is not enforced?

Join the debate at www.autoexpress.co.uk

■ "I feel there should be crackdowns on able-bodied motorists who park in disabled bays and bus stop zones." **C J Cox**

■ "I entirely agree with what Mike has to say, and will certainly vote for him if he's prepared to run for MP." **John Sykes**

■ "I agree with scrapping HS2. It's a vanity project and the money could be spent on so many other better projects." **Nicko**

Sportage is losing its stylish looks

FROM: Samuel Brooks I CAN'T tell you how disappointed I was with the new Kia Sportage. It looks like an ugly pastiche of the Subaru Tribeca. I hope the EU model will look more coherent than the KX3 (Issue 1,347). The current Sportage is one of the best-looking crossovers around. Its European styling and classy detailing defy its Korean roots.

Broken headlamps invalidate insurance

FROM: Harry Marsh I HAVE seen several letters about vehicles being driven with one headlamp not working. I was previously a qualified MoT tester and always failed a vehicle with one headlamp as unroadworthy. It also means it would invalidate your car insurance as most policies say you must keep your car in a roadworthy state.

Don't forget Saab's turbocharged legend

FROM: P Bainbridge LOVED your End of an Era feature (Issue 1,356) about the rise of the turbo, until you picked the Audi L4 and VW EA888 over what is a true turbo icon: Saab's 2.0T 16-valve engine from an eighties 900 T16S. Looks like Saab was right all along with its engine tech and it's a huge pity the company has disappeared.

Steering locks aren't answer to car thefts

FROM: Pete Richardson HAVING read about keyless car thefts being on the rise (Issue 1,357), do we seriously have to go back to steering locks? How is this progress? Most of the nineties versions could be forcibly removed in less than 60 seconds. Not exactly enough to put a thief off stealing your Range Rover.

■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls

Vehicle and Operator
Services Agency (VOSA):
0117 954 3300



POLITICIANS ARE ALL ABOARD FOR THE AUTONOMOUS CAR REVOLUTION, AND WE LOOK AT SOME OF THE TECH ON TRIAL HERE

BRITAIN'S DRIVERLESS FUTURE



"I WOULD LIKE TO MAKE BRITAIN THE CENTRE OF AUTONOMOUS VEHICLE MANUFACTURE. WE KNOW ALL MAJOR MANUFACTURERS ARE INTERESTED, AND BRITAIN IS THE IDEAL PLACE TO RUN TRIALS"

CLAIRE PERRY Transport minister

AE STANDING in what feels like a hot tub on wheels on a chilly morning in the shadow of one of London's most iconic landmarks might not seem futuristic or glamorous, but it could be the start of an exciting journey to make the UK a world leader in driverless cars.

This mobile jacuzzi is the Meridian shuttle, and it's one of three vehicles displayed outside the O2 in Greenwich (originally the Millennium Dome) which will be trialled in the UK over the next three years to help scientists, manufacturers and politicians understand how the roads of the future will look.

The Government is frequently criticised for being slow, cumbersome and paralysed by red tape, but its desire to make the UK the global centre for autonomous technology is a far cry from that.

Just six months ago, ministers announced £19million would be ploughed into driverless

research, and already we have three working prototypes that will begin testing this year.

Trouble is, the UK is already behind the pace. Google has its well developed vehicle testing openly in the US, while Volvo is the leading manufacturer at its base in Sweden. Audi isn't far behind, while tech-savvy Japanese makers are advanced, too.

So how realistic is it to expect the UK to challenge these heavyweights and lead the way in welcoming driverless cars on to public roads?

A lengthy review suggests very realistic. The Government is taking a "non-regulatory" approach to testing that goes against most other decisions dithered over by MPs.

In the UK, those wanting to test driverless vehicles openly on public roads won't have to gain any certificate

or permit. A Code of Practice will be published this spring, which testers will have to adhere to, but there will be no legal hoops to jump through.

All the authorities will demand is that a test driver be present in case of emergencies, a data recorder be fitted and that technology on the vehicle has passed tests on closed roads or test tracks.

Business Secretary Vince Cable told Auto Express this is what makes the UK the ideal test bed compared to rival countries. "In the US and continental Europe, they don't at the moment have regulatory framework to make it possible, which we do," he said.

"I think the other good thing is that in the UK we're developing the technology in parallel with a proper understanding of the rules and regulations."

These rules and regulations form part of the Government's 'Pathway to

"DRIVERLESS CAR TESTERS WILL HAVE TO ADHERE TO A CODE OF PRACTICE IN UK, BUT THERE'LL BE NO LEGAL HOOPS TO JUMP THROUGH"



Business Secretary Vince Cable tells our man Finnerty why the UK stands out as the place to test driverless cars

TECH ON TRIAL IN THE UK

1 GATEWAY

What's the vehicle? Meridian shuttle

Where is the trial taking place? Greenwich, SE London

When is it taking place? Now

What does it involve? Passenger shuttle transport and autonomous valet parking of electric cars

For how long will it last? Two years

What are its aims? To explore reactions of pedestrians and drivers to driverless cars, and look into the legal changes needed



2 VENTURER CONSORTIUM

What's the vehicle? BAE Bowler Wildcat

Where is the trial taking place? Bristol

When is it taking place? April

What does it involve? A purpose-built simulator will be mixed with live trials on private and public roads

For how long will it last? Three years

What are its aims? To tackle the insurance implications, while also finding out which of the driverless systems works most effectively



3 UK AUTODRIVE

What's the vehicle? Catapult pod

Where is the trial taking place? Milton Keynes and Coventry

When is it taking place? Late 2015

What does it involve? Self-driving demos at Milton Keynes rail station; public road tests of semi-autonomous Range Rovers

For how long will it last? Three years

What are its aims? To understand use of lightweight pods in pedestrianised areas, plus the legal implications of use in city



Inside story

Driverless Cars' review, which lays out the various challenges the industry will need to overcome, including insurance policies, driving licences and car maintenance (see panel, below).

Beyond the legal issues, though, is the technology. Recently, the UK has enjoyed a rise in car production, with Nissan expanding in Sunderland, Bentley growing in Crewe, Cheshire, and Jaguar Land Rover (JLR) continuing to invest heavily in the Midlands. Transport minister Claire Perry added: "I would like to make Britain the centre of autonomous vehicle manufacture. We know all major manufacturers are interested and, as the review has shown, Britain is the ideal place to run trials which need to be real world."

In fact, JLR will be heavily involved in the tests in Milton Keynes and Coventry. According to its director of research and technology, Dr Wolfgang Epple, it's focusing on the driver as much as pedestrians and other road users. "The real-world testing will not only help us deliver a range of new advanced driver assistance technologies, but will ensure the excitement and enjoyment of driving will not be taken away," he said.

"While the car will be able to drive itself if the driver chooses, our aim is to assist and enhance the driver – and ultimately offer levels of autonomy to suit the driver's mood or needs on and off-road."

So with testing approved and manufacturers backing the UK's push to be the best, what about the technological advances? Can we beat our rivals?

Antony Waldoock, technical lead on the Bristol trial, which starts in April, certainly thinks so. He told us: "We're taking tech from UK universities, plus small and large companies, and putting it on to the vehicle and understanding how it would work in Bristol."

Antony will oversee a BAE-developed Bowler Wildcat to determine which systems work best for operating a driverless vehicle. So what makes the UK so special?

"I think we have a real opportunity," Antony added. "The Google car is focused on the spinning roof sensor, but that doesn't work in fog, mist and rain, and that's why Google only tests in California. We're looking at radar camera solutions and therefore we can start to develop systems to use in all weathers."

For once, then, the British weather is better than California's, and the UK looks all set for a driverless revolution – but when will motorists be able to hand over control for their daily commute?

Domestic laws won't be amended until summer 2017 and EU regulations are unlikely to be changed before the end of 2018. So it's likely to be the next decade before a fully automated vehicle is on sale here.

Still, the autonomous car industry is expected to be worth £900billion by 2025, and the UK wants a majority share. It's a long road from Greenwich to global superpower, and the race is on. It remains to be seen whether we'll take our hands off the wheel first.

"UK LOOKS SET FOR A DRIVERLESS REVOLUTION – BUT WHEN WILL WE BE ABLE TO HAND OVER CONTROL FOR OUR DAILY COMMUTE?"



EASY TO USE Simple touchscreen allows us to program Meridian shuttle to direct us round grounds of O2 arena in Greenwich



Pod's instruments look familiar, as does Bowler's steering wheel; driverless sensation is anything but

LEGAL VIEW ON DRIVERLESS CARS

DEVELOPING the tech is just one hurdle before drivers will be able to hand control to their car and read the paper or have a nap at the wheel. The Government also faces a huge legal shake-up to make it a reality, with question marks over who'd be at fault in the event of a crash and if motorists would still need a licence. Transport minister Claire Perry admitted it wouldn't be easy, but said: "We must not be afraid to ask these questions." So how could things change?



Insurance

IN the event of an accident, is the autonomous system at fault or does liability fall on the 'driver'? Driverless cars should reduce the number of claims and subsequently bring lower insurance premiums, and the Government says if a driver can still take manual control then a conventional policy is still needed. If a car is fully autonomous, this may change and some manufacturers may choose to self-insure. Policies could be invalidated if owners fail to keep software and tech up-to-date to prevent cyber threats, however.

Driving licences

THE Government makes a clear distinction between highly automated vehicles – for which existing licence laws remain, as you still have to take control at times – and fully automated vehicles. The latter, which are still some way away from the road, may require changes, as they may appeal to drivers who can't or don't wish to drive conventional cars.



Car maintenance

EU standards will need to be updated for driverless car production, and that includes ensuring performance of automated systems can be

tested cheaply and easily for the annual MoT. Issues could arise if a car can be driven manually, but the automated systems are broken – would this mean it's roadworthy?



The Highway Code

AUTONOMOUS cars will be expected to follow current guidelines, but the Highway Code will need to change to get the most out of them. The tech will allow more accurate driving so, for example, cars could overtake cyclists more closely, while tailgating may no longer be an offence – as running driverless cars close together better uses road capacity and cuts emissions.



Perry and Cable are eyeing huge potential growth market for UK

#loveyourjourney



- Garmin European Navigation
- Digital Radio
- Bluetooth Hands-Free & Streaming
- iPod / iPhone Music Playback
- Android Smartphone Integration*
- True Mirroring of iPhone/Android Apps On Screen*

To find out more about the DNX525DAB and the rest of Kenwood's exciting multimedia range please visit www.kenwood-electronics.co.uk

www.facebook.com/KenwoodUK

KENWOOD



Performance

0-62mph/top speed
10.5 seconds/129mph

Running costs

78.5mpg (official)
£56 fill-up

Honda Civic Sport

FIRST DRIVE Racy new trim peps up facelifted family hatch



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AE THE current-generation Honda Civic has been on sale since 2011, and almost four years after launch, the brand has seen fit to inject some life into its Ford Focus-rivalling family hatch.

While last year saw some changes under the skin – such as new suspension and uprated power-steering – the 2015 tweaks are largely concerned with how the car looks. There's a new Civic Sport spec, tested here, plus other aesthetic alterations across the rest of the range.

Styling improvements include new headlamps with integrated LED daytime running lights, and a reshaped front bumper. The hatchback also gets new side skirts and an updated rear bumper, as well as LED tail-lights. The awkwardly placed boot spoiler remains – although

it's now finished in a classier piano black, rather than bright red, or body-coloured on the Sport – meaning rear visibility is just as compromised as before. However, all cars now come with a reversing camera, which does go some way to help parking in tight spaces.

The mid-range Sport slots in between SE and SR trims, with prices starting from £19,615 for the 1.8-litre petrol manual. The idea behind the new trim is to offer buyers the Type R image, but without the sky-high running costs. So there are gloss black 17-inch alloy wheels, and a new lower mesh grille.

But the Sport gets the same steering, chassis and suspension as other models

in the range, and that's no bad thing. While it isn't the sharpest handling car in its class – the Ford Focus takes that honour – controls are nicely weighted, and body roll is well contained.

Despite having 300Nm of torque, acceleration from low revs shows the 1.6-litre diesel to be a little sluggish. At higher speeds it's nicely refined, and there's plenty of punch if you put your foot down on the motorway.

Ride comfort is pretty good too, with all 2015 Civics fitted with lightly adapted suspension to help iron out smaller bumps around town. Larger bumps are still an issue, and they are compounded by the Sport's 17-inch

"The idea behind the new trim is to offer the Type R image, but without high running costs"



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Behind the wheel of new 30th Anniversary Edition Peugeot with 205bhp.



Essentials

Honda Civic Sport 1.6 i-DTEC

Price:	£21,430
Engine:	1.6-litre 4cyl turbodiesel
Power:	118bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.5 seconds
Top speed:	129mph
Economy:	78.5mpg
CO₂:	98g/km

ON SALE Now



STYLING Body-coloured boot spoiler on Sport models looks great from the outside, but from the driver's seat it still proves irritating, obscuring your view through the rear view mirror



EQUIPMENT Sport models get gloss black 17-inch alloys, a colour-coded spoiler and mesh grille, while inside there's an updated infotainment system with a seven-inch touchscreen



Civic feels a little sluggish at low revs, but 1.6-litre engine proves its worth at motorway speeds. Styling tweaks include new side skirts

NEED TO KNOW
"Civic Type R will be unveiled at Geneva next week. Over 280bhp and a race-bred chassis should ensure extreme performance."



wheels and low-profile tyres. Elsewhere, the six-speed manual gearbox feels smooth and precise. The well weighted action and light clutch make the Civic a doddle to drive both in and out of town. Unfortunately, the upright and elevated driving position isn't quite as satisfying, and takes some getting used to.

Updates continue inside, with new chrome door handles, door trims, seat fabrics and a metallic black facia on the central control panel being added.

However, the biggest and most welcome change is the new Android infotainment system, which is far more intuitive and responsive than the old set-up. It cleans up the dash and employs the familiar MirrorLink set-up, allowing users to see the contents of their Android smartphone on the car's seven-inch touchscreen. Our test car was the slightly more expensive

Sport Navi model, which comes with an integrated Garmin sat-nav system, but it's a fairly pricey £610 premium.

Practicality remains a strong point, with a generous 477-litre boot rising to 1,210 litres with the rear seats folded flat. That first figure is some 97 litres greater than a VW Golf can offer, but the sloped roofline means the Golf trumps it for outright carrying capacity. And both the Nissan Pulsar and SEAT Leon are more spacious for rear-seat passengers.

However, all things considered, the fact the Sport's tweaks don't compromise its on-road comfort, yet significantly enhance the way the car looks, makes the model a worthy addition to the range.

It's decent value compared to the more expensive Civic SR – and you'll have to pay upwards of £24,000 for a similarly styled Volkswagen Golf R-Line.



Auto Express Verdict

UPDATES last year saw some minor improvements under the skin, but this 2015 refresh is largely concerned with the way the Civic looks. While this Sport trim does nothing to enhance the Civic's performance or handling, it injects some much needed style into the range. It's well priced, and with this refined 1.6-litre diesel engine, it remains a solid family runaround.





AE Jo Oliveira

THE VW Group's plug-in hybrid portfolio is expanding rapidly, and the latest addition is the Passat GTE. With claimed economy of 148.7mpg and 44g/km CO₂ emissions, it's the cleanest model in the range, but are there compromises for such efficiency?

Firstly, let's trawl through the tech. Like the Golf GTE, the Passat combines a 154bhp 1.4 TSI petrol engine offering 250Nm of torque with an electric motor to send a total of 215bhp and 400Nm through a six-speed DSG box. Due to the batteries, motor, cables and cooling system, the car weighs 280kg more than the 1.4 TSI Passat, but can also travel in electric-only mode for 31 miles up to 81mph between four-hour charges.

When the battery pack is running low or you want to access the car's full performance, the 1.4 petrol kicks in. Hit the GTE button next to the gearlever, and the engine and motor's combined force is at your disposal, along with more aggressive throttle, steering, gearbox and damper (optional) settings.

The hybrid driving set-up balances the two power sources for maximum economy, or E-mode runs solely on electric until the batteries run dry. You can also charge the batteries as you drive along, but fuel economy suffers dramatically as a result.

It's puzzling that VW is drawing parallels with this car's name to the legendary GTI badge, because those extra kilos do no favours to its handling in bends. The suspension has actually been stiffened slightly to cope with the weight, but the GTE still rolls more than

"The instant torque from the electric motor delivers a satisfying straight-line push"

GTE maintains class of standard Passat's cabin and is full of tech

the standard model. On the other hand, the instant torque from the electric motor delivers a satisfying straight-line push, and although the ride is firmer than some of the competition, it's no worse than the conventional Passat's.

Braking feel isn't quite as good, due to the regenerative system taking over at the top of the pedal's travel. So, we preferred slotting the lever into B and increasing recuperation resistance. In the Golf GTE, we found the DSG to be a bit jerky, but here it seems a little smoother – definitely a world away from the Toyota Prius' whining CVT.

Except for a thin blue line above the radiator grille and horseshoe LED running lights, the GTE doesn't shout about its eco capabilities. It's a similar story inside, where it offers the same light and airy space, plus the ability to drop the split-fold rear seats.

However, you do lose the underfloor compartment (around 180 litres) to make way for the 50-litre fuel tank, which has had to move to leave some room for the lithium-ion batteries placed underneath the rear bench.

In the instrument panel, there's an energy indicator instead of a rev counter, and a second display for the battery charge. Via the central-mounted touchscreen, it's possible to show more information related to the hybrid system operation, such as the energy flow at any particular moment.

So, back to those compromises. The heavier GTE can't corner like the rest of the range, although it surges forward in a straight line with surprising urgency. Plus, there's a smaller boot.

The one big issue, however, is price, because unless you plan to use the GTE regularly in EV mode over short distances to maximise fuel economy, a diesel Passat will be better in the real world.

Volkswagen

FIRST DRIVE Plug-in hybrid family saloon pro



Boot capacity trails other models in the range slightly, but there's plenty of room in rear and GTE rides as well as other Passats



**NEED TO KNOW**

With combined 680-mile range, the GTE could theoretically make it from London to Paris and back on a single 50-litre tank of fuel and a full charge of the batteries

Passat GTE

promises 148mpg economy. We see if it delivers

Performance

0-62mph/top speed
7.9 seconds/138mph

**Running costs**

148.7mpg (official)
£54 fill-up



Essentials

VW Passat GTE

Price: £32,000 (est)

Engine: 1.4-litre 4cyl petrol, plus electric motor

Power/torque: 215bhp/400Nm

Transmission: Six-speed auto, front-wheel drive

0-62mph: 7.9 seconds

Top speed: 138mph (81mph in EV mode)

Economy: 148.7mpg

CO₂: 44g/km

ON SALE June

CHARGING It takes a little over four hours to charge the GTE from a standard household socket, or you can choose to halve that time by installing a more powerful, wall-mounted charging box at your home



EQUIPMENT Central touchscreen displays all the usual infotainment features, along with details on the car's energy usage. Blue line around headlights and grille (below) set the GTE apart from rest of the range



Auto Express Verdict

THE Passat GTE is fast, fun to drive and only demands minor practicality compromises over the standard car. Whether you hit those impressive claimed economy figures or not, company car buyers will be drawn to the rock-bottom emissions and all customers will love the smart styling and spacious interior. If you can make the most of the electric-only E-mode, then the price is justifiable. Otherwise, we'd stick with one of the excellent diesels and save some cash.





NEED TO KNOW...
 "The 1.0 EcoBoost is proving to be a versatile engine: a 170bhp version has even been fitted to a Formula Ford single-seater racer, allowing 0-62mph in 3.9 seconds."

Ford Mondeo

Performance

0-62mph/top speed
 12.0 seconds/124mph



Running costs

55.4mpg (official)
 £68 fill-up



FIRST DRIVE Tiny 1.0-litre EcoBoost engine punches above its weight in family car

Andrew English

AE DOES size really matter? We might have gone beyond the days where the car's engine size was part of its badge, but a 1.0-litre engine in a 4.8-metre, 1,445kg Ford Mondeo... surely that's stretching the point?

Ford has talked about this diminutive-engined Mondeo since the car's US launch (as a Taurus) three years ago, but now that the Spanish-built European version is on sale in the UK, it's delivered on that promise. The 1.0-litre Mondeo goes on sale this summer, priced at under £20,000 in popular Zetec trim.

The 998cc EcoBoost three-cylinder is a clever and tiny device no longer than a sheet of A4 paper. It's won the Engine of the Year title three years in a row, and it already powers the Focus and Fiesta. It's turbocharged and in this application delivers 125bhp and 170Nm of torque.

Lift the bonnet and there's a lot of fresh air, while the six-speed manual gearbox is almost as big as the engine. To get the best out of it, the first three gears are closely stacked together with the top three ratios spread apart for more economical cruising and lower CO₂ figures.

While fuel economy and CO₂ emissions of 55.4mpg and 119g/km are highly respectable, it's an indication of how hard the engine is working that it's surpassed by the 78.4mpg and 94g/km

of its 1.5-litre TDCi diesel ECONetic equivalent, although that car does cost almost £2,000 more.

Start the engine up and it thrums through the chassis, although it's nicely damped and the sound isn't at all unpleasant. The first three gears do feel sluggish and so you need to rev the engine, which it doesn't mind, but the fuel consumption suffers accordingly.

There's a flat linear shove from the turbocharged unit, but it couldn't be described as fast, so over-ambitious overtaking manoeuvres aren't advised.

Once in the top three gears, the revs fall and the engine will maintain motorway speeds at sensible revs and fuel consumption. Add four adults and luggage, however, and you'll struggle in top gear up steeper hills. Serious towing shouldn't really be considered and at 900kg, its maximum towing weight is lower than other Mondeo models'.

The handling shows the lack of weight in the nose, but only a bit; the Mondeo is a big car, so the small engine has proportionally less effect on the dynamics. The nose turns in faster than in other models, but not by much.

There's also a lively ride quality, particularly compared to the rather stolid feel of the diesel Mondeos. The brakes feel sharper as well, and there's less dive when they are applied hard.



Interior is familiar Mondeo fare; 1.0 can cope with motorway speeds

Matt Vesper



Essentials**Ford Mondeo 1.0 EcoBoost Zetec**

Price: £19,995

Engine: 1.0-litre three-cyl turbo

Power/torque: 125bhp/170Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 12.0 seconds

Top speed: 124mph

Economy: 55.4mpg

CO₂: 119g/km**ON SALE Summer**

PRACTICALITY Handy hatchback shape means there's a massive 550-litre boot even with the seats in place. Fold them down and that can be expanded to 1,446 litres



INTERIOR There's comfortably space for three across the spacious rear bench, while inflatable rear seatbelts are available as a £175 option across the range

**Auto Express Verdict**

AS Ford has lavished love and care on the dynamics of the rest of the Mondeo range, this 1.0-litre car feel like less of a revolution than it should. Even so, it's a likeable car with a tiny engine that punches well above its weight. Provided you don't overload your car or live in a mountainous area, the 1.0-litre Mondeo can more than hold its own. But at this end of the market, diesel still makes more sense.



Citroen C4 BlueHDi

FIRST DRIVE Does fresh look and cleaner diesel make hatch a contender?



Refresh brings new lights and extra kit; new diesel's refined and frugal



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AE THE Citroen C4 has always suffered at the hands of its competition, but now there's an updated model, with new engines, revised styling and extra kit.

Up front are signature headlamps with LED running lights, while 3D-effect tail-lamps grace the rear. There are two new colours – Platinum Grey and Spirit Grey – plus fresh 17-inch alloy wheel designs.

The updated C4 carries over the old car's chassis and suspension settings, meaning it tends to wallow and feels loose in bends, yet bumps and jolts on the motorway. The steering hasn't improved, either. It feels unnervingly light at high speeds. Grip is good, but you're never too sure where the front wheels are pointing – so you're constantly adjusting the steering mid-corner, which does little to inspire confidence.

This new 118bhp diesel engine suits the car well, though. The six-speed manual gearbox is carried over, and helps make the 1.6-litre HDi feel

NEED TO KNOW
"Adding bigger wheels pushes the BlueHDi's CO₂ over 100g/km. That means £20 road tax plus, crucially, more company car tax"

refined yet punchy. Plus, Citroen claims the new diesel returns 78.5mpg.

Inside, top-spec Flair models like ours get a new seven-inch touchscreen from the Peugeot 308, as well as new trim and a simpler dash design. The materials are decent, but not a patch on a VW Golf's. All cars feature air-con, cruise control and hill start assist, while range-topping models add DAB radio and Bluetooth.

The SEAT Leon is still better to drive, while a Skoda Octavia is roomier. Yet the C4 is keenly priced, and this new diesel is the pick of the range. Plus, dealers are likely to offer big discounts, so it's great for buyers wanting a frugal, good-value family car. But so is the quirky C4 Cactus – and that adds desirability to the mix.

**Essentials****Citroen C4 Flair BlueHDi 120**

Price: £19,145

Engine: 1.6-litre 4cyl diesel

Power: 118bhp/300Nm

Transmission: Six-speed manual, front-wheel drive

0-62/top spd: 10.6 secs/122mph

Economy: 78.5mpg

CO₂: 95g/km**ON SALE Now**

EQUIPMENT Panoramic roof is optional, but Flair gets standard DAB, Bluetooth and rear parking sensors, plus automatic lights and wipers



SWITCHGEAR Despite featuring a new seven-inch touchscreen, C4 retains buttons on dash, allowing easy control of air-con and stereo



DESIGN Set of fresh 3D-effect tail-light clusters features on all new C4 models, as do signature headlights and LED running lights

**Verdict**

THESE changes don't make the C4 any more competitive against newer rivals. The suspension is soft and the steering vague, yet this top-spec Flair model doesn't feel as comfortable as it should. Even so, this new diesel engine is very efficient and refined, plus all models are competitively priced.



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Vauxhall Mokka

NEED TO KNOW...
 "New 1.6-litre diesel is cleaner and more efficient than the current 1.7-litre diesel, but only by 6g/km and 2.9mpg"

Essentials

Vauxhall Mokka 1.6 CDTi Limited Edition

Price:	£21,364
Engine:	1.6-litre 4cyl turbodiesel
Power:	135bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	9.3 seconds
Top speed:	119mph
Economy:	65.7mpg
CO₂:	114g/km

ON SALE March



PRACTICALITY Mokka boasts a generous 362-litre boot, while there's plenty of room for rear passengers

FIRST DRIVE Can new 'whisper diesel' get the best out of mini-SUV?



Jonathan Burn

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AE LOOK as hard as you like at the pictures, but you won't identify any cosmetic changes to this Vauxhall Mokka from its predecessor. Peek beneath the bonnet, however, and you'll find a new 135bhp 1.6-litre 'whisper diesel' engine borrowed from the Astra.

It replaces the current 1.7 CDTi and joins the two petrol units in the Mokka range, immediately making a strong case for itself as the engine of choice.

Not only is it quicker and more refined than the outgoing 1.7, it's more flexible and considerably more economical than both petrol versions.

Despite the name of the engine, you're welcomed with more of a clatter than a whisper upon start-up, but once up to temperature, it settles and becomes almost undetectable at idle. It begins to run out of steam around 4,000rpm, yet the wide spread of torque means you rarely have to rev it out to make progress.

Even accelerating in sixth gear from 40mph reveals notable urgency, although the 1.6 really comes into its own at cruising speeds, pulling an indicated 1,900rpm at 70mph. As a result, economy is impressive: it claims 65.7mpg and 114g/km CO₂ emissions.

Our Limited Edition model came with 19-inch alloy wheels as standard, which emphasise the mini-SUV proportions yet do nothing for ride comfort. They deliver unwelcome thuds through the cabin that could upset passengers. Around town, the light steering is welcome (most owners won't



Button-heavy dash dominates the interior, while new diesel is a capable cruiser



Otis Clay

worry that it relays no information back to the driver), while body roll is evident in slightly faster corners.

Inside, Vauxhall hasn't addressed the rather drab-looking design and swathes of buttons, with several decorative

chrome strips doing nothing other than reflecting intense sunlight into your eyes.

There is plenty of standard kit, but a £21,364 price tag is steep considering an equivalent Nissan Juke is £19,200 and comes with sat-nav as standard.



EQUIPMENT Limited Edition models come with 19-inch alloys, dual-zone air-con and Bluetooth



SAT-NAV Vauxhall's £1,055 nav system is intuitive, but contact with direct sunlight renders it useless

Verdict

A NEW engine can transform an ageing car, and while the Mokka has improved, it hasn't received the new lease of life it needed. The 1.6-litre is refined, punchy and efficient, but allied with a rather dull driving experience. It's a safe and affordable family car, but one you'd choose with your head rather than your heart.



NEED TO KNOW...

"Less powerful 70bhp naturally aspirated model is less efficient, promising 62.8mpg economy and 105g/km CO₂ emissions"



New twin-clutch gearbox is far more responsive than old auto, and makes city car easy to drive

Renault Twingo DCT

Performance

0-62mph/top speed
10.8 seconds/99mph



FIRST DRIVE New twin-clutch automatic box is big news in tiny city car

AE Andrew English

SMART will call it Twinamic, Renault will call it DCT, but we've finally got our hands on the twin-clutch automatic transmission which will be fitted to the brands' new, jointly developed city cars from this summer.

The previous-generation Smart ForTwo came with an awful automated manual transmission that made occupants nod like dogs at every snail-like change. Luckily, the new Twingo hasn't inherited it, because there's a new six-speed twin-clutch box that will be offered in the new ForTwo and ForFour (opposite) as well.

It doesn't come from Renault or Smart owner Mercedes, though; in fact, it's a Getrag unit, already found in Renault's Mégane (albeit with a different casing), as well as the Ford EcoSport and Fiesta, plus some Qoros models.

It has six speeds and two dry clutches, and the only evidence of its presence in the Twingo – apart from the absence of a clutch pedal – is the short, stubby, leather-capped lever and the Park, Reverse, Neutral and Drive gate, with manual selection by pushing the lever to one side.

The unit can handle up to 250Nm of torque, and weighs about 63kg. The car we drove was a top-spec Dynamique

with 89bhp and 135Nm of torque from its 0.9-litre three-cylinder turbo. We understand from Getrag and Renault that the transmission will also be fitted to the 70bhp 1.0-litre naturally aspirated Twingo. There are no prices yet, but the same gearbox in a Smart will cost an additional £995, so expect about the same for Renault.

That's a lot of money in a sub-£10,000 car, but as soon as you press the throttle you can feel and hear the improvement over the old automated manual. Automatic clutch take-up and pull away is perfectly refined even on an incline, and the gears engage smoothly and quickly. Plus, you don't have to drive to suit the gearbox as you did in the past; you can keep the throttle pressed and the gearbox software takes control with each gearchange.

Change manually and the unit responds well, engaging the next ratio up or down without noisy jerking or complaint, although in practice, most owners are likely to leave it in auto.

The car we drove didn't have steering wheel shift paddles, but the Smart does and we understand the Twingo will get them as an option. What the twin-clutch does is make a practical and convenient urban runabout even more practical and convenient.



Top-spec car gets DAB and air-con, plus 15-inch alloys



Essentials**Renault Twingo DCT 90 Dynamique**

Price:	£12,690 (est)
Engine:	0.9-litre 3cyl turbo
Power/torque:	89bhp/135Nm
Transmission:	Six-speed, twin-clutch semi-auto, rear-drive
0-62mph:	10.8 seconds (est)
Top speed:	99mph (est)
Economy:	66mpg (est)
CO₂:	99g/km (est)

ON SALE October

PRACTICALITY With rear seats folded, flat load bay and tall body help free up a really usable 980-litre maximum capacity – second only to Hyundai's i10 in the city car market



REAR SEATS Renault claims best-in-class legroom in the back of Twingo, although passengers may struggle to see round integrated front headrests. Helpfully, front passenger seat folds

**Verdict**

THE new Twingo is already making its mark as an agile and attractive city runabout, with a range of economical engines and impressive manoeuvrability thanks to its rear-engined, rear-wheel-drive configuration. While the new six-speed dual-clutch box is expensive, it makes the car even more pleasant to drive and a more practical alternative for the mean urban streets.



Smart ForFour

FIRST UK DRIVE Behind wheel of new five-door Smart on British roads

Otis Clay



Driver sits high up in the ForFour's basic cabin, while plastics are hard



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AE IN the five-door city car class, price is key, and the Smart ForFour starts at £11,620 – far more than for the base-spec Skoda Citigo and Hyundai i10. So, what does the newcomer offer over rivals?

While this new model can't quite park nose-on, like the ForTwo, it's incredibly manoeuvrable, with a class-leading 8.65-metre turning circle. Add in light steering and good all-round visibility, and zipping through congested city streets and parking are simple. An optional rear-view camera and parking sensors help further, and although the ForFour is 80cm longer than its little brother, it still feels compact on the road.

The ride is supple and composed, with the suspension absorbing urban obstacles with ease. However, it loses that edge on faster, more open roads. And don't be fooled by the rear-engined, rear-wheel-drive layout – the ForFour

NEED TO KNOW
"A Brabus-tuned performance version of the Smart ForTwo is in production and set to appear at next week's Geneva Motor Show"

has been made to handle like a front-wheel-drive car and isn't very sporty.

You sit high up and there's a fair bit of body roll in corners. Plus, while the 70bhp 1.0-litre three-cylinder petrol engine we tested feels punchy and willing around town, it's bland when you take the car out of its comfort zone.

It's still more refined than the Renault Twingo, which shares its chassis and engine with the ForFour, thanks to the Smart's extra soundproofing, but it lacks the French car's character.

The Smart's rear doors are only small, but open wide for easy access. There's not much room when you're back there, but the cabin feels light and airy thanks to the panoramic roof, even if the budget interior plastics are hard and brittle.

Plus, the ForFour should be cheap to run, with claimed fuel economy of 67.3mpg and CO₂ emissions of 97g/km meaning road tax is free.

"The ride is supple and composed, with the suspension absorbing obstacles with ease"

Performance

0-62mph/top speed
15.9 seconds/94mph

**Essentials****Smart ForFour Prime**

Price:	£12,315
Engine:	1.0-litre 3cyl
Power:	70bhp
Transmission:	Five-speed manual, rear-wheel drive
0-62mph:	15.9 seconds
Top speed:	94mph
Economy:	67.3mpg
CO₂:	97g/km

ON SALE Now

REAR SEATS There's not a great deal of room in the back of the ForFour, but the panoramic roof makes the rear feel light and airy



PRACTICALITY Boot space is acceptable at 185 litres, rising to a generous 975 litres when the flat-folding rear seats are stowed away



ON THE ROAD Despite mechanical layout, ForFour handles like front-drive car. It gets ESP, collision warning alert, plus crosswind and lane keep assist

**Verdict**

THE ForFour adds more practicality to Smart's tight-turning city car family. The extra size and weight over the ForTwo mean the turbo is the one to go for, but it still doesn't quite have the same character as the Renault Twingo it shares its mechanicals with, and it's much pricier than a Skoda Citigo.



NEED TO KNOW...
 "Of the 100 examples bound for UK, 75 will be available in our model's Coupé Franche finish - 20 silver and five red models remain"



Peugeot 208 GTi 30th

Performance

0-62mph/top speed
 6.5 seconds/125mph



Running costs

52.4mpg (official)
 £54 fill-up



FIRST DRIVE Anniversary Edition is what we've been crying out for in standard 208 GTi



Jonathan Burn
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 @jonathan_burn

AE WHEN the folks at Peugeot Sport get involved with the development of a new model, the result rarely fails to impress – look at the bonkers RCZ R. Now, the motorsport arm has worked its magic on the 208 GTi to produce this 30th Anniversary Edition, and we've driven it in the UK for the first time.

Beyond its debatable fashion sense, changes under the skin should give the GTi 30th just what it needs to take on the current cream of the crop, the Ford Fiesta ST (tested on Page 48). Power from the 1.6-litre four-cylinder turbo has been upped from 197bhp to 205bhp, with 300Nm of torque.

That's enough to make it feel urgent, and while this extra grunt sounds like it would give the front axle a thorough workout, the clever Torsen limited-slip differential from the RCZ R minimises torque steer and maximises traction.

Dive into a corner and you can feel the nose tucking in, with the differential shuffling power across the axle to keep you cornering neatly. Even a heavy boot of throttle mid-corner doesn't upset its composure, as you can feel the GTi pulling itself around the inside front wheel. Add in a wider front and rear

track – 22mm and 16mm respectively – a 10mm reduction in ride height, stiffer dampers and stickier rubber, and you have a recipe to frighten the Fiesta ST.

A relaxed traction control and ESP system also gives you more freedom to exploit the Peugeot's potential. What's missing is a sharp and snappy gearchange. The six-speed manual transmission from the GTi remains, with a long and inconsistent throw. It's no deal breaker, but next to the ST, the slightest of faults are highlighted.

Every one of the 100 GTi 30ths bound for the UK come with Peugeot Sport bucket seats. They provide plenty of support when you're attacking corners, but enough freedom and cushioning to keep you comfortable. And it's just as well because the stiffer set-up and 18-inch alloys make a meal of rutted British tarmac, but no more than the ST.

It's in the GTi 30th where Peugeot's i-Cockpit cabin layout begins to make sense, with the small steering wheel adding to the car's darty nature. Best of all, while the UK will be limited to only 100 examples of this model, its popularity has prompted Peugeot to introduce a new 208 GTi by Peugeot Sport trim, which adds the 30th Edition's mechanical magic without the questionable exterior.



Tiny steering wheel adds to sporty nature, but we're not convinced by two-tone paint

Essentials

Peugeot 208 GTi 30th

Price:	£21,995
Engine:	1.6-litre 4cyl turbo
Power:	205bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	6.5 seconds
Top speed:	143mph
Economy:	52.3mpg
CO₂:	125g/km

ON SALE Now



PRACTICALITY Despite all its extras, the GTi is still a practical supermini. There's decent space in the rear for two adult passengers, as well as a generous 285-litre boot



EQUIPMENT Dials are carried over from standard GTi, but 30th gets unique bucket seats and 18-inch matt black alloys. Sat-nav, dual-zone air-con, touchscreen are all standard



Verdict

THE introduction of this 30th Anniversary Edition makes you wonder why Peugeot didn't seek advice from its motorsport division when it was developing the standard 208 GTi. Faster, more engaging and more direct, the 30th is a complete transformation and makes the £2,895 premium you'll pay over the regular model look like a bargain. However, the Ford Fiesta ST does all of this at a fraction of the cost.



Porsche 911 GTS

FIRST UK DRIVE Powerful newcomer could be best all-rounder in range



NEED TO KNOW
"New 911 joins GTS versions of the Panamera, Cayenne, Boxster and Cayman. Also on the way is a Macan GTS"

Mat Watson
Mat.Watson@dennis.co.uk
@mat_watson

AE THE 3.8-litre 396bhp Carrera S is a fantastic car, but it isn't cheap. If you've got the money, though, there's now further temptation in the form of Porsche's 911 GTS. It might cost £7,553 more, but with an extra 28bhp and plenty of added kit, it's hard to resist.

Standard kit includes the Sports Chrono Package with active engine mounts, while two-wheel-drive versions get the better-looking wider body of the Carrera 4. A wider rear track, plus revised settings for the PSM and a 10mm lowered ride height, further improve the handling over the S. Admittedly, you'd only spot the difference on a back-to-back test, but theoretical improvements matter to sports car buyers.

Thankfully, the sharper dynamics haven't detracted from the 911's road manners. With the suspension in comfort mode it's relaxing enough

for commuting, but every other setting should always be in 'sport'. The free-revving 3.8-litre engine has even more of a top-end rush than in the S, and the sports exhaust – now standard – really opens its lungs at around 2,000rpm.

The GTS has unique front and rear bumper designs, smoked headlamps and centre-locking gloss-black alloys, plus there are lashings of Alcantara in the well built cabin. Seven-speed manual models, like our test car, are the highest-powered manual 911s you can buy, and purists will love the slick action. However, the £2,817 dual-clutch PDK unlocks a launch control function, shifts faster than a human can and means your left leg won't get tired in traffic.

Our test car featured an eye-watering £10,000 of options, so exercise caution, but the £1,223 Sport Design Pack is worth considering. It includes a ducktail spoiler that enhances the 911's looks.

"Seven-speed manual models, like our test car, are the highest-powered manual 911s"

Performance
0-62mph/top speed
4.4 seconds/190mph



Essentials

Porsche 911 GTS

Price:	£91,098
Engine:	3.8-litre flat-six
Power:	424bhp
Transmission:	Seven-speed manual, rear-wheel drive
0-62mph:	4.4 seconds
Top speed:	190mph
Economy:	29.7mpg
CO₂:	223g/km

ON SALE Now



EQUIPMENT Alcantara extends to rear seats, but despite long list of kit, there are still lots of options – and Bluetooth is among them, for £558



STYLING Ducktail spoiler harks back to Porsche's past and looks like it was always meant to be there. It's part of the £1,223 Sport Design Pack



WHEELS Centre-locking 20-inch alloy wheels with a gloss-black finish are unique to GTS. Smoked headlamps also set the car apart

Verdict

THE Porsche 911 GTS is a lovely car. Fabulous to drive, great to look at and wonderful to sit in, it's the best all-round package in the 911 range. If you can, step up to the GTS. You'll soon forget about the premium over the S and just enjoy this engaging car for what it is.





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Model shown is the New Abarth 500 1.4 TB T-Jet 135 BHP with exclusive 'Bi-Colore' pack at £15,990 OTR. The 'Bi-Colore' pack is only available on selected stock vehicles and is subject to availability. Range of official fuel consumption figures for the Abarth 500 range: Urban 33.2 - 37.2 mpg (8.5 - 7.6 l/100km); Extra Urban 52.3 - 60.1 mpg (5.4 - 4.7 l/100km); Combined 43.5 - 48.7 (6.5 - 5.8 l/100km). CO₂ emissions 155 - 134 g/km. Fuel consumption and CO₂ figures obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption.



Volvo XC90 T6

FIRST DRIVE Can four-cylinder petrol power deliver in big SUV?



Steve Fowler

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@stevefowler

AE VOLVO'S decision to downsize its engine range to four-cylinders or less means the only petrol option (other than the T8 plug-in hybrid) for the new XC90 SUV is a 316bhp turbocharged and supercharged four. Can it do a big enough job in a big SUV?

Yes. Floor the accelerator and there's an instant shove of acceleration that belies the small-capacity motor. Gearchanges from the eight-speed auto can be a little jerky, while the engine noise is more soprano than tenor and takes a little getting used to. Volvo is strident in its refusal to employ any synthetic help to improve the noise – we think it should bite the bullet on that one.

The D5 diesel remains our choice for its decent performance and impressive fuel economy (mpg takes a bit of a tumble in this T6), and all for a few grand less than the equivalent T6 model.

However, the incredible levels of refinement and comfort the XC90 has to offer are still present. It rides nicely (avoid the biggest 21-inch wheels), while there's superb build quality, space for all the family across three rows of seats and advanced tech to keep them all safe. Plus, there's the best touchscreen infotainment system we've seen.



EQUIPMENT

Upmarket interior gets close to Audi levels of quality, while advanced connectivity and safety kit give XC90 an advantage over big SUV rivals

Volvo XC90 T6 Inscription

Price: £53,200

Engine: 2.0-litre 4cyl petrol

Power: 316bhp

Transmission: Eight-speed auto, four-wheel drive

0-60mph: 6.1 seconds

Top speed: 143mph

Econ./CO₂: 35.3mpg/179g/km

ON SALE June

Verdict

ONCE you get accustomed to the noise of a four-cylinder engine in a car this big, the clever 2.0-litre motor propels the XC90 with plenty of verve. As petrol engines in SUVs go, it's reasonably efficient, too. We'd still prefer the diesel – you don't lose much in refinement or performance and will save a few thousand on the purchase price. But the T6 is still impressive.



New XC90 is whisper quiet on the move, while ride is pleasingly comfortable



Coming soon



VAUXHALL ASTRA LATE 2015

New Astra will focus on weight reduction and a classier design when it arrives later this year.

Automedica

SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Honda Jazz	early 2015
Hyundai i20 Coupé	March
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	spring
SEAT Ibiza	2016
Skoda Fabia	early 2015
Smart ForTwo	early 2015
Smart ForFour	early 2015
Vauxhall Adam Grand Slam	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	early 2016
Jaguar XE	spring
Mercedes CLA Shoot. Brake	early 2015
MG5	2015
MINI Clubman	early 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Renault Espace	late 2015
Skoda Superb	summer
Skoda Fabia estate	early 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi RS3	March
Audi A5	spring 2016
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 488 GTB	spring
Fiat Spider	late 2015
Ford Focus RS	2016
Ford Mustang	early 2015
Honda Civic Type R	March
Honda NSX	mid 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati Gran Turismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	early 2015
Nissan Pulsar Nismo	mid 2015
Peugeot 308 R	mid 2015
Porsche Cayman GT4	March

Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	2015
Honda CR-V	2015
Honda Vezel	2015
Infiniti QX30	late 2015
Jaguar F-Pace	2016
Kia Sorento	early 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	early 2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

PEOPLE MOVERS

BMW 2 Series Gran Tourer	summer
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	March

CABRIOLETS

Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	early 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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Renault Clio RS 200 Turbo EDC Lux Cup

Price: £19,995

Engine: 1.6-litre 4cyl turbodiesel, 197bhp

0-60mph: 7.1 seconds

Test economy: 27.0mpg/5.9mpl

CO₂: 144g/km

Annual road tax: £145

AE THE traditional hot hatchback formula has changed considerably over the past few years. High-revving, naturally aspirated engines have been getting the chop in favour of smaller, turbocharged units designed to help save the planet – and your wallet.

This change has coincided with the growth of the compact crossover and, as a result, there's now a new class of small, performance-focused machinery emerging, combining power with practicality and the dash of extra character that a supermini-SUV brings.

Chief among these new challengers is the Nissan Juke Nismo RS. Boasting a tuned 215bhp version of the regular car's 1.6-litre turbocharged engine, it's spoiling for a fight, offering an alternative take on usable, fast and affordable options in the form of the Ford Fiesta ST and Renault Clio RS. The question is, can the Juke deliver similar driving thrills?

The great pretender

Can fiery Juke Nismo RS crossover rival traditional pocket rockets?

66 **LIVING WITH A...
FIAT PANDA CROSS**
Baby off-roader is new
to fleet, and we've been
itching to get it mucky.



68 **LIVING WITH AN...
AUDI TT COUPE**
Classy two-door's been
beset by problems, so
we've barely driven it.



Pictures: Nathan Morgan
Location: Bruntingthorpe, Leicestershire

Nissan Juke Nismo RS

Price: £21,650

Engine: 1.6-litre 4cyl, 215bhp

0-60mph: 7.9 seconds

Test economy: 28.0mpg/6.2mpl

CO₂: 165g/km

Annual road tax: £180

Ford Fiesta ST-3

Price: £19,395

Engine: 1.6-litre 4cyl, 180bhp

0-60mph: 7.8 seconds

Test economy: 27.0mpg/5.9mpl

CO₂: 138g/km

Annual road tax: £130



MODEL TESTED: Nissan Juke Nismo RS
PRICE: £21,650 **ENGINE:** 1.6-litre 4cyl, 215bhp

AE WHEN the quirky Nissan Juke crossover burst on to the scene in 2010, it tempted a legion of buyers out of superminis and into small SUVs. And just as the regular high-riding hatchback stole sales from the conventional class leaders, this latest performance-focused Juke Nismo RS is looking to do the same to established hot hatches. Here we test the more powerful £21,650 two-wheel-drive manual version.

Styling 3.8/5

IN the five years since it launched, the Juke has undergone one facelift and it's still no less ordinary to look at. The unusual mix of flowing curves and sharp lines shocked when we first saw it. And although a restyle last year tightened up the overall appearance, the Juke is still a divisive car when it comes to design.

On this hardcore Nismo RS version, the smooth surfaces of the regular Juke have been butched-up with a beefy bodykit. At the front there are twin gaping grilles that gulp air to cool the tuned engine, and a small front **splitter**. Wider wheelarches are filled by Nismo-specific 18-inch alloys which, together with the deeper side skirts and short wheelbase, give the Nismo RS a squat, chunky profile on the road.

At the **rear**, a deeper bumper featuring a diffuser insert and a single, large tailpipe make the Juke look lower and **wider**. A small boot lip spoiler and Nismo's trademark red accents for the door mirrors and brake calipers complete the transformation from compact crossover to small, hot **SUV**.

Nissan has approached the Juke's interior in a similar **way**, placing the focus firmly on the **driver**. There's an Alcantara-wrapped steering wheel and suede sports seats, all with racy contrasting red stitching.

The RS is well equipped, featuring climate and cruise control, and a 5.8-inch touchscreen for the sat-nav and reversing camera. But the Juke's cabin is showing its age **now**, and although the Nismo flourishes do lift the atmosphere, they can't fundamentally change what is a cramped and awkward space.

Driving 3.6/5

THE RS model benefits from a host of performance upgrades over the previous Juke Nismo, including a limited-slip differential, bigger 320mm front brakes and stiffer springs and dampers.

It still rides **nicely**, even on rippled roads, with a comfortable edge to the damping, but despite these tweaks to the suspension, the jacked-up ride height means the compact crossover rolls around

"The Juke still rides nicely, even on rippled roads, with a comfy edge to damping"

in corners. Drive the Nismo RS hard and you'll find that it doesn't live up to its looks. There's not much grip, so if you approach a bend too **quickly**, the car will understeer **badly**.

Turn-in isn't particularly sharp, and the light steering doesn't deliver much feedback, **either**, which makes the Nissan feel wayward and indistinct on the road. It's compounded by the Juke's 215bhp 1.6-litre turbocharged unit – the most powerful here. Even with that mechanical front diff to help traction, the Nismo RS doesn't put its power down **effectively**. The engine overpowers the front tyres, with lots of wheelspin and torque steer tugging at the steering wheel.

On test, the Nissan couldn't make its power advantage pay because of this. It was actually the slowest of the trio, accelerating from 0-60mph in 7.9 seconds, with a lack of grip off the line hampering the Juke. It was quickest from 30-70mph through the gears, though, thanks to shorter ratios and the turbocharged engine's strong performance at higher revs – it's just a shame the sound isn't more exciting, too.

Next to the Ford and Renault, the Nissan is the heaviest car here, weighing in at 1,315kg. The extra mass over its two **smaller**, lighter rivals showed in our brake tests, with the Juke Nismo taking 52.4 metres to stop from 70mph – that's 1.6m longer than the Fiesta ST and a whopping 4.8m more than the Clio.

Reliability 3.9/5

AS a brand, Nissan has a strong reputation for **reliability**, and finished mid-table in our Driver Power 2014 satisfaction **survey**. While the tuned 1.6-litre engine puts out plenty of **power**, it shares its basic architecture with the Renaultsport Clio's engine, so there shouldn't be any problems with **longevity**.

The Juke Nismo RS features six airbags as standard, as well as Nissan's Safety Shield, which adds lane departure and blind-spot warning systems, plus a 360-degree around-view camera system.

That's a lot of safety equipment on a small **car**, and although the Nismo RS doesn't benefit from autonomous braking systems, it helped the Juke score a full five-star rating in Euro NCAP's crash test. Buyers can also opt for four-wheel drive to give a more sure-footed feel and extra peace of mind, but this version only comes with a lacklustre CVT automatic gearbox.

Running costs 3.1/5

THE Nismo RS's shorter gearing doesn't make as big a dent on fuel efficiency as you'd think. Nissan quotes 39.2mpg **officially**, while our test figures show the Juke managed 28.0mpg, making it the most frugal car here, despite the highest power output, heaviest kerbweight and less streamlined aerodynamics.

But as it emits a hefty 165g/km of CO₂, this is the most expensive car to tax. It has a Benefit in Kind rating of 26 per cent, so higher-rate business users will have to cough up £2,398 a year – the most of the group.

Exterior



Nissan Juke

Interior





TESTER'S NOTES...
 "Lift your hands off the Nissan's wheel and accelerate hard in second. It will veer left as the steering and suspension struggle to contain the car's firepower."
JAMES DISDALE
 ROAD TEST EDITOR



Eye-catching design

WITH bold nose, Juke still turns heads, and Nismo badges and red accents on our silver car add sporty touch. Gaping grilles help cool tuned engine, and 18-inch alloys are unique to Nismo



Nismo RS



CO₂/tax
 165g/km
 £180 or 26%



Practicality
 Boot (seats up/down)
 354/1,189 litres



Performance
 0-60/30-70mph
 7.9/5.6 seconds

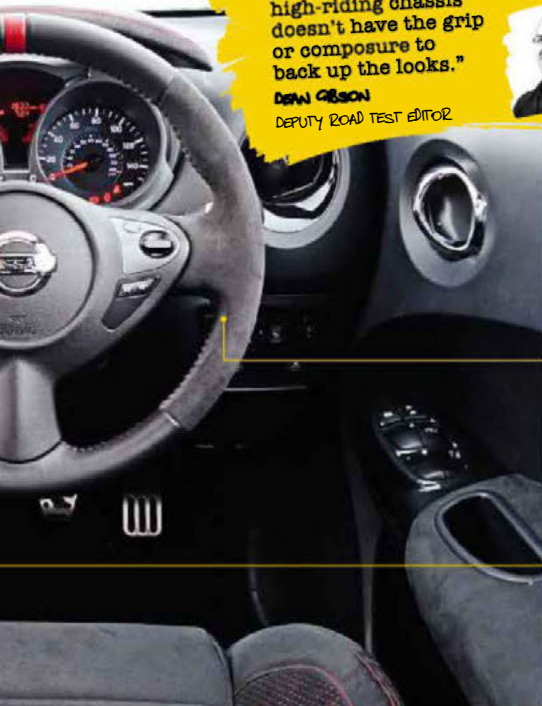


Braking
 70-0/60-0/30-0mph
 52.4/38.0/10.0m



Running costs
 28.0mpg (on test)
 £49 fill-up

TESTER'S NOTES...
 "The Nismo RS's styling is in-your-face, but the high-riding chassis doesn't have the grip or composure to back up the looks."
DEAN GIBSON
 DEPUTY ROAD TEST EDITOR



Steering wheel

NISMO RS gets Alcantara-wrapped steering wheel, but a lack of reach adjustment means it's a stretch

Screen

LOW-res climate control screen looks cheap and feels gimmicky, displaying limited information

Practicality 3.4/5

PACKAGING isn't the Juke's strong point, and it shows as soon as you climb aboard. The driving position is flawed, with no steering reach adjustment, while the sports seats don't offer the support or adjustment we'd expect – although you can add supportive Recaros for £1,300 extra.

The Nismo RS feels cramped and low-rent, too, with hard plastics for the dash and doors. Sit in the back and it's even more claustrophobic, with limited headroom and a tiny door restricting access. The tight cabin limits rearwards visibility, although the view forward is better thanks to the high-up driving position.

The Juke's flexible boot floor allows you to use all 354 litres of space, or a smaller volume with a more secure area out of sight. It's the only neat storage feature, as the glovebox and door bins are quite small.

MODEL TESTED: Renault Clio RS 200 Turbo EDC Lux Cup
PRICE: £19,995 **ENGINE:** 1.6-litre 4cyl, 197bhp

AE RENAULT has a reputation for building lively, effervescent hot hatchbacks that are great to drive, so its current downsized Clio RS represented a departure from the familiar recipe when it hit the market in 2013.

That's because Renaultsport focused on emissions, cutting the Clio's capacity and adding a turbo, while opting for a dual-clutch auto gearbox **only**. We test the £19,995 Lux model here with the optional Cup pack.

Styling 4.1/5

THERE'S no mistaking the Renaultsport Clio for one of its lesser stablemates, thanks to its bulging wheelarches, optional 18-inch gloss-black alloys and the £1,300 Liquid Yellow metallic paint. There are performance-focused design touches everywhere, from the gaping twin tailpipes and rear diffuser to the distinctive front end, featuring an F1-style silver front blade specific to the RS.

From all angles the Renault looks every inch the aggressive hot hatch, with a boot spoiler, deep front bumper and RS badging transforming the curvy, regular Clio into something much more hardcore.

Inside, Renault has been less adventurous with the styling changes, **however**. The RS gets a pair of more supportive sports seats, grey-faced RS dials and some red flashes on the gearlever, doors and air vents. Other than that, though, much of the cabin is carried over from the rest of the Clio range.

That's no bad thing, as apart from some budget plastics, the Clio's interior is functional and loaded with equipment. Everything is controlled from the central seven-inch touchscreen tablet, with sat-nav, Bluetooth, cruise control and USB connectivity all fitted as standard. Large icons and clear graphics mean the infotainment system is intuitive.

Our test car was also fitted with the £295 Renaultsport Monitor, which gives real-time performance data on the colour screen. You can download your fastest laps from your favourite race tracks, and view different engine and gearbox parameters. It's a touch gimmicky, but is aimed at the younger audience Renault is trying to attract with its raciest Clio.

Driving 4.1/5

THE Renault actually shares its 1.6-litre turbo engine with the Juke Nismo RS, although here it produces 197bhp. Unlike the Nissan, it feels more willing and urgent low-down, but where the Nismo rushes towards the red line, the Clio's power delivery feels strangled higher up the rev range. It's not helped by

"The ride strikes a good balance between control and comfort for a sporty hatch"

the whooshing exhaust note or the sluggish gearbox. Pull the 'up' paddle and the Clio pauses before engaging the next gear – it's faster in Race mode, but the shift times still aren't that quick. A long throw to the paddle's action means you're never quite sure if your request for another ratio has registered, **either**.

Despite this, the RS recorded the quickest 0-60mph time on test, at 7.1 seconds, thanks to Renault's launch control system, which manages engine revs for you to make the best getaway possible. It's explosive off the line, but the anodyne engine loses out to its rivals when it comes to in-gear acceleration.

Unlike lesser Clios, the RS allows you to fully disengage the stability control to explore the tuned chassis' capability on track. The £650 Cup pack fitted to our test car adds 15 per cent stiffer springs and dampers, bigger 18-inch wheels with grippier Dunlop tyres and lowers the ride height by 3mm – the result is plenty of grip to lean on in quick corners, although if you do push past the limit, the Clio isn't as progressive or communicative as the Ford.

Instead, the Renault responds better to a neat and tidy driving style, preferring you to place the car accurately with the well weighted steering. It's an impressive performer, yet it can't match the Fiesta ST for composure on the track or road. The ride strikes a good balance between control and comfort for a sporty hatchback, but big potholes do send thumps and rattles through the car's structure.

Reliability 3.8/5

FRENCH manufacturers have traditionally been criticised for poor reliability and flimsy build quality, but Renault has dramatically improved in these areas over recent years. It was still only the 19th best manufacturer for reliability in our Driver Power 2014 survey, but it scored reasonably well for dealer service, taking 14th spot.

Renault's fourth-generation Clio boasts plenty of safety kit, including six airbags and a tyre pressure monitoring system that helped it score a maximum five-star rating in Euro NCAP's crash tests. **However**, it isn't available with any autonomous braking safety aids.

Running costs 3.4/5

THE Clio is more expensive to buy than the Fiesta and residual values aren't as strong – it's predicted to retain only 45.8 per cent of its new price after three years. Still, according to our test figures, the Renault will cost a similar amount to run.

In mixed driving conditions, the RS returned 27.0mpg – an identical figure to the Fiesta **ST**. But it emits the most CO₂ here, at 144g/km, and that means a 21 per cent Benefit in Kind rate. As a result, company car buyers pay £926 per year at the lower rate and £1,851 at the higher rate – £108 and £214 respectively more than those who choose the Ford.

Still, the Renaultsport is rated one insurance group **lower**, which means a year's cover will cost £376 for our sample driver – a small saving over the Fiesta **ST**.

Exterior



Renault Clio

Interior





TESTERS' NOTES...

"The Renault's uprated brakes deliver superb stopping power, bringing the Clio to a halt from 70mph in just 47.6m at the track. However, the brake pedal doesn't have the same progressive action and feedback as the beautifully judged Fiesta's."

JAMES DISDALE
ROAD TEST EDITOR



Performance

RENAULTSPORT shares its turbo engine with the Nismo RS, but it appears more willing in the Clio. Shifts are on the slow side and in-gear acceleration can't compete with rivals here, although the RS 200 still recorded the fastest 0-60mph time



o RS 200



CO₂/tax
144g/km
£145 or 21%



Practicality
Boot (seats up/down)
300/1,146 litres



Performance
0-60/30-70mph
7.1/6.3 seconds



Braking
70-0/60-0/30-0mph
47.6/35.6/9.0m



Running costs
27.0mpg (on test)
£48 fill-up



TESTERS' NOTES...

"You can use the Renault's R-Link system to generate a more exotic engine note through the car's stereo. It mimics anything from a Clio Cup racer to a Nissan GT-R."

DEAN CARSON
DEPUTY ROAD
TEST EDITOR



RS Monitor

CLIO'S RS Monitor shows a range of performance data, including 0-60mph sprint times and even wheelspin

Quality

CABIN design is modern with a piano-black central tablet. But poor quality and hard plastics detract from the premium image

Practicality 3.9/5

MAKING a five-door look like a sportier three-door hatch is a clever trick. At a glance, it's easy to mistake the current Clio for the former, but Renault's designers have neatly hidden the rear door handles with a rising beltline, keeping a rakish profile, but adding practicality.

It means access to the rear is easier than in the Ford and cramped Nissan, and the RS's width at the back means the interior is roomy. The boot is big, at 300 litres – it's a deep, usable, square shape, and the seats fold easily so it's simple to enlarge the load bay to the maximum 1,146 litres. When stowed, the rear seats sit almost flat, too.

There are drawbacks, however, and storage space is one of them. It's limited compared to the Ford's – for example, the glovebox is tiny as right-hand-drive Clios have to accommodate the fusebox.

MODEL TESTED: Ford Fiesta ST-3

PRICE: £19,395 ENGINE: 1.6-litre 4cyl, 180bhp

AE SINCE the Ford Fiesta ST launched in 2013, it's been the default small hot hatchback choice, thanks to its blistering performance and affordable price tag. It also proved that turbocharging and downsizing in a quest to reduce CO₂ emissions doesn't have to impact on fun. To find out if the Fiesta is still the king of its class, we test the range-topping ST-3 model, costing £19,395.

Styling 4.2/5

THE standard Fiesta is a sharply styled supermini, so Ford hasn't had to work too hard to transform the small hatch into a more muscular-looking pocket rocket.

The design changes really stand out, though, with more defined creases in the body giving a greater visual impact. At the front, there's a larger mesh grille with a deeper front bumper, while the standard car's sleek, swept-back headlights give the ST a more aggressive look.

Buyers can opt for the £275 ST Style pack, which adds the dark-grey 17-inch wheels as fitted to our test car. Although the standard silver items fill the massaged wheelarches perfectly well, the darker alloys increase the Fiesta's visual presence and give it an even more aggressive stance. Red brake calipers (also part of the ST Style pack, along with ST sill plates), a large boot spoiler, a chunkier rear bumper and twin exhaust tailpipes are among the other highlights that contribute to the more focused look.

Inside, the changes are less obvious, with metal pedals, bright red flashings for the part-leather seats and revised dials the only highlights. The new gauges are much easier to read than in the regular car, which is useful as there's plenty of performance on offer here.

Equipment on the top-spec ST-3 model is good, with cruise control, heated seats, keyless go and sat-nav all fitted as standard. It's a shame the multimedia interface isn't easier to use, though, as the messy dashboard is covered in small, fiddly buttons. However, the cabin does feel solidly built.

Driving 4.8/5

LOWER yourself into the Fiesta ST and you're met by a hip-hugging Recaro sports seat that sets the tone for the whole driving experience: this is a car that delivers lofty driving thrills, turning a humble base into something truly special, without losing the Fiesta's everyday practicality.

Core to that is the Ford's chassis. Retuned suspension dampers and faster steering mean the ST's limits are raised dramatically, but despite its hardcore approach, the Ford

"The hip-hugging Recaro sports seats set the tone for the driving experience"

always feels friendly. Turn-in is sharp, and the ST locks on to a cornering line, but it's so balanced that quick direction changes are incredibly stable, aided by a clever torque vectoring system that shuffles power between the front wheels to help grip.

On the track, the Fiesta can carry more speed through corners than either of its rivals, and this translates to its on-road manners, too, where the precision and grip give you the confidence to drive the Ford harder.

Although the Fiesta ST is down on power compared to the Juke and Clio, it's actually up on torque, producing 290Nm low down at 1,500rpm – the highest output here at the lowest revs. This makes the engine really usable, punching the tuned supermini out of corners. We couldn't match Ford's 0-60mph claim of 6.9 seconds, with our figures nearly one second slower at 7.8, but the Fiesta's in-gear acceleration was by far the quickest, taking 7.2 seconds from 50-70mph in top gear.

The ST is about more than numbers, though. The engine is the best sounding here, with a delicious rasp that makes you rev it harder. It's joined to a precise six-speed manual transmission that feels nicely mechanical; it's a joy to snick up and down the gearbox.

Settle down to a gentler pace, though, and the Ford takes on a more subdued role. The suspension is firm, but the smooth, plush damping means long-distance journeys are comfortable, although the car's big wheels and low-profile tyres do give some noticeable road roar at higher speeds.

Reliability 3.4/5

WHILE the Fiesta ST has an edge over the Renault in how it drives, as an ownership proposition the Clio RS claws back some lost ground. Ford finished 10 places behind Renault in our Driver Power 2014 survey and trailed by 15 places for dealer service.

The Fiesta is the UK's best-selling car and has been in production for six years, so niggles should be few and far between. Still, if a fault should crop up, you won't have to travel far to get it fixed as Ford has 731 garages across the country.

Standard safety equipment is generous, and includes seven airbags and Emergency Brake Assist, which helped the Fiesta achieve similar results to the Clio in Euro NCAP crash tests – it achieved the same five-star rating.

Running costs 3.9/5

NOT only is the Fiesta ST's list price the cheapest, it'll hold nearly 59 per cent of its value after three years – that's an incredible 13 per cent more than the Clio and nearly 16 per cent more than the Juke.

According to our calculations, the Fiesta returned 27.0mpg over the course of the test, so it's as efficient in the real world as the more powerful Renaultsport. With 138g/km emissions, the Ford costs £130 a year to tax. It attracts the same 21 per cent BIK rating as the Renault, but the Fiesta's attractive sticker price means company car drivers will pay less.

Exterior



Ford Fiesta

Interior





TESTER'S NOTES...
 "If you don't mind missing out on some standard kit, then the entry-level Fiesta ST delivers the same scorching performance and agile handling for just £17,398. At that price, it's one of the hot hatch bargains of the decade."

SEAN CARSON
 DEPUTY ROAD
 TEST EDITOR



CO₂/tax

138g/km
 £130 or 21%



Practicality

Boot (seats up/down)
 290/974 litres



Performance

0-60/30-70mph
 7.8/6.3 seconds



Braking

70-0/60-0/30-0mph
 50.8/37.5/9.2m



Running costs

27.0mpg (on test)
 £51 fill-up

TESTER'S NOTES...
 "The ST is a strong real-world proposition, with the lowest list price, lots of kit and great predicted residual values."

SEAN CARSON
 SENIOR ROAD TESTER



a ST



Sat-nav

FIESTA'S five-inch screen is small and hard to read. Controls are fiddly and clutter dash

Seats

ST-3 gets excellent, part-leather heated Recaro sports seats as standard. They offer lots of comfort

Practicality 3.6/5

LACK of a five-door option may limit the Fiesta ST's practicality credentials next to its rivals here, but the doors are long and open wide, which means climbing into the back isn't as hard as you might think.

Once you're there, it's considerably more spacious than the Juke. Smaller rear windows make you feel cosseted rather than hemmed in, plus the Ford's fairly square roofline gives plenty of head and legroom, even for adults standing six foot tall.

Boot space isn't quite as generous, however – at 290 litres it's the smallest on test – but up front there's lots of useful storage, with plenty of cup-holders, a good-sized glovebox and large storage bins thanks to those long doors.



Head-to-head



Badge battle

RENAULTSPORT has a rich legacy of tuning everyday hatchbacks, taking Renault's regular offerings and spicing them up with more power and tweaked suspension.

Founded in 1976, the French tuning arm takes building hot hatches so seriously that it even separates the production line for its most potent vehicles, with modern RS products being screwed together in a different factory in Dieppe, northern France.

With close links to Renault's motorsport activities, there's plenty of F1-inspired technology included on its cars, such as the current Clio RS's front blade, paddleshift gearbox and diffuser-style rear bumper.

By comparison, Ford's ST boot badge is much younger. It stands for 'Sports Technology' and was originally conceived as a sub-brand to sit underneath the company's hardcore RS models.

Now, with Ford uniting all of its hot road car operations under one roof – called 'Ford Performance' – ST is considered the lesser of three technology groups. It means we could see an even faster Fiesta RS featuring four-wheel drive and more power in the future.

Although the Nismo brand has a limited history in Europe, it's been around for a while in Japan. Nissan Motorsports (hence Nismo) was started in the mid eighties and originally built race cars – only later did it branch out into tuning road models.

However, with increasing demand for added performance and style, Nissan has remarketed the Nismo brand as its range-topping performance line-up.

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Figures

Ford Fiesta ST-3



Renault Clio RS 200 Turbo EDC Lux Cup



Nissan Juke Nismo RS



On-the-road price/total as tested	£19,395/£19,670	RESIDUAL VALUES THE Fiesta ST has incredibly strong residuals. After three years it'll be worth £11,385 – that's £2,227 more than the Clio RS 200.	£19,995/£22,240	PRICE AUTOMATIC gearbox adds extra to the Renaultsport's showroom price. It comes with the least equipment as standard, too.	£21,650/£21,650	INSURANCE JUKE Nismo RS is nine insurance groups lower than the Fiesta and 10 below the Clio. It's the cheapest car to insure here by £25.
Residual value (after 3yrs/36,000)	£11,385/58.7%		£9,158/45.8%		£9,351/43.2%	
Depreciation	£8,010		£10,837		£12,299	
Annual tax liability std/higher rate	£818/£1,637		£926/£1,851		£1,199/£2,398	
Annual fuel cost (12k/20k miles)	£2,171/£3,618		£2,171/£3,618		£2,093/£3,489	
Ins. group/quote/road tax band/cost	30E/£382/E/£130	PERFORMANCE IT might be down on power, but the Ford's strong torque output at low revs means it feels the fastest in the real world – our in-gear acceleration times prove as much.	29E/£376/F/£145	DRIVER POWER RENAULT has improved its reliability record recently. Plus, its four-year warranty and affordable servicing plan provide extra peace of mind.	20E/£351/G/£180	POWER NISSAN is the most powerful car on test, but heavy kerbweight and lack of traction meant it couldn't beat the Renault from 0-60mph.
Cost of 1st/2nd/3rd service	£550 (3yrs)		£299 (3yrs)		£0 (3yrs)	
Length/wheelbase	3,982/2,489mm		4,090/2,589mm		4,165/2,530mm	
Height/width	1,495/1,709mm		1,432/1,732mm		1,565/1,765mm	
Engine	4cyl in-line/1,596cc		4cyl in-line/1,618cc		4cyl in-line/1,618cc	
Peak power	180/5,700 bhp/rpm	SAFETY SEVEN airbags come as standard on the Ford. Juke offers more safety tech, but Euro NCAP gave all three cars a maximum rating of five stars.	197/6,000 bhp/rpm	EFFICIENCY CLIO matched Fiesta ST's fuel economy on test, but as it emits the most CO ₂ , it's the most expensive model to tax.	215/6,000 bhp/rpm	REFINEMENT SHORT gearing ensures Juke runs at higher revs on motorways. Thrashy engine note and awkward driving position don't help comfort.
Peak torque	290/1,500 Nm/rpm		240/1,750 Nm/rpm		280/3,600 Nm/rpm	
Transmission	6-spd man/fwd		6-spd auto/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	48 litres/sealant		45 litres/sealant		46 litres/sealant	
Boot capacity (seats up/down)	290/974 litres		300/1,146 litres		354/1,189 litres	
Kerbweight/payload/towing weight	1,163/412kg/N/A	STANDARD KIT THE top ST-3 trim level gets lots of equipment fitted as standard. It matches the Juke's spec, but undercuts it on price by £2,255.	1,204/507kg/N/A		1,315/445/1,200kg	
Turning circle/drag coefficient	11.4 metres/N/A		10.6 metres/0.71Cd		10.7 metres/0.35Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		4yrs (100,000)/4yrs		3yrs (60,000)/1yr	
Service intervals/UK dealers	12,500 (1yr)/731		12,000 (2yrs)/153		12,500 (1yr)/225	
Driver Power manufacturer/dealer pos.	25th/27th		15th/12th		22nd/25th	
Euro NCAP: Adult/child/ped./stars	91/86/65/5		88/89/66/5		87/81/41/5	
0-60/30-70mph	7.8/6.3 secs		7.1/6.3 secs		7.9/5.6 secs	
30-50mph in 3rd/4th	3.0/4.3 secs		3.3/4.4 secs		3.3/5.0 secs	
50-70mph in 5th/6th	5.4/7.2 secs		6.4/8.7 secs		5.9/7.9 secs	
Top speed/rpm at 70mph	139mph/2,600rpm		143mph/2,600rpm		137mph/2,900rpm	
Braking 70-0/60-0/30-0mph	50.8/37.5/9.2m		47.6/35.6/9.0m		52.4/38.0/10.0m	
Noise levels outside/idle/30/70mph	65/47/65/74dB		64/51/65/72dB		59/42/64/72dB	
Auto Express econ (mpg/mpl)/range	27.0/5.9/285 miles		27.0/5.9/267 miles		28.0/6.2/283 miles	
Govt urban/extra-urban/combined	35.8/58.9/47.9mpg		34.9/55.4/44.8mpg		29.4/49.6/39.2mpg	
Govt urban/extra-urban/combined	7.9/13.0/10.5mpl		7.7/12.2/9.9mpl		6.5/10.9/8.6mpl	
Actual/claimed CO ₂ /tax bracket	242/138g/km/21%		280/144g/km/21%		233/165g/km/26%	
Airbags/Isofix/park sensors/camera	Seven/yes/£200/no		Six/yes/£215/£250		Six/yes/no/yes	
Automatic box/stability/cruise control	No/yes/yes		Yes/yes/yes		£2,100/yes/yes	
Climate control/leather/heated seats	Yes/part/yes		Yes/£1,250/£1,250*		Yes/no/yes	
Metallic paint/xenon lights/keyless go	£495/no/yes		£495/no/yes		Yes/£900/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/£240/yes		Yes/yes/yes/yes	

Results

FORD

THE way the Fiesta ST drives is enough to win this test alone, but the cheapest price tag here and generous standard kit make it an easy victory. Its explosive performance and tenacious chassis are superb, yet the fuel economy is acceptable and residual values are brilliant. The Ford shines brightest as a performance car and is the most civilised on the road, too.



1st

RENAULT

IN this company, the Clio RS feels flat. Its engine doesn't deliver the highs of the Ford or the Nissan, and the lack of a manual box adds a filter between man and machine – frustrating in a hot hatch. Even with the optional Cup pack, it can't match the Fiesta ST's grip and poise – although it feels more planted than the occasionally wayward Juke. It's also the most practical car here.



2nd

NISSAN

DESPITE its sporting intentions, the Juke Nismo RS can't quite compete with this pair of performance-focused superminis. The updates over the previous version have brought an improvement, but compared to the Ford and Renault, it feels synthetic and a bit contrived. This unconventional hot hatch's appeal is in its blend of speed, style and everyday usability.



3rd

In red = equipment fitted to our test car. *As part of leather seat trim. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Juke range secrets

Automatic option?

THE Nismo RS is also available with a CVT automatic gearbox, although only in the M-Xtronic model, which costs £2,100 more and has four-wheel drive. And the transmission in this £23,750 car can't quite handle the Juke's torque, so the engine is detuned by 30Nm.

Can I get a towbar?

THE Juke stands out as the practical choice, as it's the only car here that's available with a towbar. Nissan offers a £580 removable version, which sprouts from under the car's deep rear bumper. It's a neat solution that boosts everyday usability.

Worth considering...

MINI Cooper S

IF the Ford, Nissan and Renault feel a little too low-rent for you, the 189bhp MINI Cooper S offers similar performance with a more premium image. At £18,650, it's competitively priced, although you'll have to hit the extensive options list to match the Ford's kit.

Social climbers

Hyundai's new Genesis and the Lexus GS aim to shake up exec elite. Do they make the grade?

Pictures: Pete Gibson
Location: Longcross, Surrey

AE FOR decades, the executive saloon class has been dominated by upmarket German cars. However, in recent years, a number of ambitious brands from outside Europe have attempted to cash in on this lucrative sector.

Perhaps the boldest effort yet comes from Hyundai, which has just pulled the wraps off its latest Genesis saloon. Already a familiar sight in its native Korea and the US, the luxury four-door has now made its way on to UK soil for the first time.

Featuring a roomy interior, an extensive list of standard kit, a

powerful V6 engine and suspension specifically tuned for British roads, the newcomer certainly has all the bases covered. And with an eye-watering price tag of £47,995, it demands to be taken seriously.

One of the few non-European makers to have cracked the executive market is Lexus. Its hybrid-powered GS models deliver class-leading emissions and build quality, plus they're refined, comfortable and well equipped.

So, do either of our contenders have what it takes to make buyers sidestep the executive elite?



Hyundai Genesis

Price: £47,995

Engine: 3.8-litre V6, 311bhp

0-60mph: 6.4 seconds

Test economy: 20.0mpg/4.4mpl

CO₂: 261g/km Annual road tax: £500

Lexus GS 450h Premier

Price: £51,495

Engine: 3.5-litre V6/elec motor, 341bhp

0-60mph: 5.9 seconds

Test economy: 30.8mpg/6.8mpl

CO₂: 141g/km Annual road tax: £145



MODEL TESTED: Hyundai Genesis
PRICE: £47,995 **ENGINE:** 3.8-litre V6, 311bhp

AE THE Genesis has been Hyundai's flagship model since its debut in 2008, but it's never been available in Europe or the UK. However, that's all set to change as the all-new second-generation car arrives.

Like its predecessor, the newcomer is an imposing four-door saloon that's targeting the likes of the BMW 5 Series, Mercedes E-Class and Lexus GS. There's only one version, which is powered by a 3.8-litre V6 engine paired with an eight-speed automatic.

Styling 2.9/5

IF imitation really is the sincerest form of flattery, then Germany's big three will have been paid a great compliment by the styling of the Genesis. For instance, the Hyundai's front grille and headlamps take their cues from the Mercedes S-Class, and the rakish profile is pure Audi A7. While it's not the most imaginative design, the Genesis is handsome and well proportioned, plus it's longer and wider than the Lexus, so looks more imposing.

The copycat theme continues inside, where you'll find a dashboard that bears more than a passing resemblance to the BMW 5 Series'. There's also a centrally mounted infotainment screen and white-ringed dials, plus an almost identical centre console layout. Still, there are one or two flourishes that help the Hyundai stand out, including the neat, metal-finish starter button and the classy analogue clock.

The quality is good, too. It can't quite match the Lexus for upmarket appeal, but the Genesis' fit and finish is the best yet for any Hyundai. The plastics are all soft touch, the wood trim has a deep gloss finish and the stitching on the leather is neat and consistent.

There's plenty of kit, including soft-close doors, a reclining rear seat with footrest, a head-up display and a surround-view parking camera system. There's also a powerful, 14-speaker Lexicon stereo set-up, a panoramic glass roof and heated and ventilated seats front and rear. In fact, it comes so well equipped that there are no optional extras.

It's not perfect, though. While the cabin is well finished by Hyundai's standards, there are too many buttons and switches carried over from the brand's more humble models.

Driving 2.8/5

HYUNDAI has clearly worked hard on the Genesis' refinement, as it's quieter than the Lexus a lot of the time. The 3.8-litre V6 is whisper-hushed at idle and only becomes intrusive when worked hard, while there's also very little wind and road noise.

The standard air-suspension also does a fair job of soaking up bumps, floating over surfaces

that cause the Lexus to fidget. However, hit a ridge or a pothole, and an uncomfortable thump is sent shuddering through the cabin. This soft suspension set-up also has an impact on the Genesis' handling.

Even with the dampers in their stiffest setting – drivers can choose between Sport and Normal – the Hyundai rolls more than the GS, while body movement isn't as tightly controlled. It also has a confidence-sapping tendency to roll into oversteer under high cornering loads.

The electronically assisted steering doesn't boost confidence, either; although it's direct, it lacks feedback. Plus, it suffers from a sticky and imprecise action in the straight ahead position, which forces the driver to make lots of small corrections to keep the car in your chosen lane on motorways. As a result, the Genesis isn't as relaxing over long distances as you'd expect.

The 3.8-litre V6 also feels out of place in a luxury executive saloon. The petrol unit is refined enough, but it lacks the effortless low-speed response you'd expect in this type of car.

Below 4,500rpm, acceleration is a little sluggish and isn't helped by the slightly clunky and occasionally hesitant eight-speed auto box. However, work the powerplant hard, and the Genesis performs strongly. The sporty, snarling soundtrack is slightly at odds with the car's executive image, but we recorded 0-60mph in a sprightly 6.4 seconds.

Reliability 4.1/5

HYUNDAI can't match Lexus' strong reputation for reliability and quality, but the brand finished our Driver Power 2014 satisfaction survey in a respectable 18th place. Plus, the Genesis represents a big step forward in terms of fit and finish, which helps create a strong impression of durability. And while much of the Hyundai's underpinnings are new to UK buyers, they've been tried and tested in other models across the globe.

One area that shouldn't be a cause for concern is safety. The Genesis comes packed with features, including seven airbags, stability control, blind spot monitoring, adaptive cruise control and lane keep assist – although the latter intervenes quite aggressively, which can be unnerving.

Running costs 2.5/5

SPENDING £47,995 on a car is a lot, let alone for a Hyundai with no track record in such an image-obsessed class. And while the Genesis feels better built and more upmarket than any of the brand's other models, it's not special enough to justify such a hefty price tag. Plus, it's pretty expensive to run.

CO₂ emissions of 261g/km result in large Benefit in Kind bills for business users, while private buyers have to cough up £500 annually for tax. The 3.8-litre engine is also thirsty – we recorded economy of 20mpg on test.

While our experts haven't yet calculated residual figures for the Genesis, it's unlikely to match even the poorly performing Lexus' future value. On the plus side, the Hyundai comes with a free five-year servicing package.

Exterior



Styling

AS the Genesis badge doesn't carry a lot of appeal, Hyundai has borrowed its styling from the class-leading German brands. The front grille and headlamps reek of Mercedes' S-Class, while the profile takes cues from the Audi A7



Hyundai G

Interior



“Genesis comes so well equipped that there are no optional extras”



TESTER'S NOTES...
 "The more you look at the Genesis, the more you see the influence of German luxury saloons in its design. Only from the rear can you see any Hyundai DNA, as the tail-lights and bumper treatment are similar to the much cheaper i40 saloon's."

JAMES DEAN
 ROAD TEST
 EDITOR



TESTER'S NOTES...
 "Hyundai only expects to sell a handful of examples of the Genesis from seven specially selected dealers, so you can expect it to be a rare sight on UK roads."

DEAN GIBSON
 DEPUTY ROAD TEST EDITOR



Genesis



CO₂/tax
 261g/km
 £500 or 35%



Practicality
 Boot capacity
 493 litres



Performance
 0-60/30-70mph
 6.4/5.6 seconds



Braking
 70-0/60-0/30-0mph
 45.9/34.0/8.6m



Running costs
 20.0mpg (on test)
 £83 fill-up



Dashboard

GENESIS' dash is a lot like the BMW 5 Series', but the stylish analogue clock and metal-finish starter button are Hyundai's own touches

Stereo

CABIN is generously equipped, with the Lexicon 14-speaker sound system a classy standard addition

Practicality 3.8/5

THE Genesis is a big car – at nearly five metres long, it rivals luxury limousines' dimensions. As a result, it feels slightly more spacious than the Lexus inside, with rear seat passengers getting more leg and shoulder room. The rear bench has a 60:40 powered reclining function, while passengers sitting on the left can remotely operate the front passenger seat to create even more legroom. The only negative is that the standard panoramic glass roof eats into headroom, so even those under six foot tall will be brushing the roof lining.

Like the GS, the Hyundai has a powered tailgate, which opens to reveal a 493-litre boot; yet there's no split/fold arrangement or a ski-hatch for longer items. Storage in the cabin is good, with a large cubby between the front seats, a useful glovebox and numerous cup-holders.

MODEL TESTED: Lexus GS 450h Premier

PRICE: £51,495 **ENGINE:** 3.5-litre V6/electric motor, 341bhp

AE THE Lexus GS is an executive saloon that does things differently. Like its mainstream rivals, the four-door car is beautifully built and exceptionally refined. Yet under the skin it features novel petrol-electric powerplants that promise unrivalled performance and efficiency. Here, we test the GS 450h in flagship £51,495 Premier guise.

Styling 3.8/5

LEXUS takes a Russian doll approach to the GS 450h's design. As a result, it shares many of its styling cues with the IS compact exec and LS luxury limousine. You get the same swept-back headlamps and bold 'spindle' grille treatment, plus a similarly sleek profile.

And while its slightly bulbous rear looks a little awkward, the big Lexus is nearly as imposing as the larger Hyundai. All versions get 18-inch alloy wheels as standard, while the range-topping Premier cars are identified by their distinctive LED foglamps.

The Genesis' cabin is clearly influenced by European models, but Lexus has gone its own way with the GS's interior. The slickly designed dashboard is dominated by a vast, centrally mounted 12.3-inch TFT screen, while the wide centre console houses the brand's slightly fiddly, computer mouse-influenced Remote Touch controller for the infotainment and sat-nav systems.

Happily, the smart design is accompanied by top-notch fit and finish. Quality materials are used throughout, while the beautifully damped switchgear looks and feels more upmarket than the Hyundai's. Other highlights include the neatly stitched, leather-effect dash, metal-finish stereo controls and the classy analogue clock.

As you'd expect, the GS comes overflowing with standard kit, including three-zone climate control, sat-nav, heated and ventilated front seats and a 17-speaker Mark Levinson hi-fi set-up. And like in the Genesis, the Lexus' centre rear armrest folds down to reveal remote controls for the stereo, air-conditioning and heated rear bench.

Driving 3.9/5

THE combination of a 3.5-litre V6 petrol engine and a powerful 147kW electric motor helped the Lexus set a scorching pace at the test track, blasting from 0-60mph in just 5.9 seconds. However, the GS wasn't able to maintain its advantage during our in-gear assessments. Its smooth CVT gearbox delivers eight virtual ratios, but each features long gearing, which blunts acceleration.

In the real world, it's best to leave the transmission to its own devices so it can

"Lexus set a scorching pace at the test track, blasting from 0-60mph in just 5.9 seconds"

constantly vary its ratio to make the best use of the GS's petrol power and electrical energy. Of course, the Lexus' biggest party trick is its ability to travel in near-silent EV electric mode for around a mile at speeds of up to 40mph. Go faster, and the engine fires into life.

In isolation, the Lexus is a quiet cruiser, but it trails the Hyundai in terms of ultimate refinement. Not only does the GS suffer from a fraction more wind and road noise than the Genesis, its engine is also more intrusive, particularly at lower speeds. It has a firmer ride, too, even with the adaptive dampers switched to their softest setting.

However, the trade-off for the car's less forgiving ride is better body control and sharper handling. Drivers can tailor the steering, throttle and suspension by choosing between Normal, Eco, Sport and Sport+ modes, with the sporty settings transforming the power gauge on the dash into a rev counter.

In every mode, the steering lacks feedback, but it feels more natural than the Hyundai's set-up. There's also more grip, plus body movement is better controlled, which helps inspire confidence through a series of bends.

Reliability 4.5/5

LEXUS has forged an enviable reputation for building reliable cars, and this is reflected in its impressive fourth-place finish in our Driver Power 2014 satisfaction survey. Plus, in the unlikely event something does go wrong with your car, you'll be guaranteed first-class service from the brand's dealers, which took overall honours in our poll.

The GS hasn't been tested by Euro NCAP, but there shouldn't be any concerns about safety. All models get 10 airbags, stability control, blind spot monitoring and rear cross traffic alert, which warns the driver of approaching cars when reversing out of a space. However, adaptive cruise control and lane keep assist will set you back £3,350.

Running costs 3.7/5

AT £51,495, the Lexus costs a significant £3,500 more than the better-equipped Genesis. This hefty price tag only tells half the story, though, because when it comes to running costs, the GS doesn't hit your wallet as hard as the Hyundai.

Business users will certainly benefit from the car's impressively low CO₂ emissions of 141g/km, which result in an annual Benefit in Kind bill of £4,130 for higher-rate earners – a significant £2,429 saving over the Genesis.

Meanwhile, private buyers will also save, as annual road fund licence costs £355 less than for its rival here. The Lexus also edged the Hyundai for fuel economy, with a very respectable return of 30.8mpg on test.

There are some financial pitfalls to GS ownership, though. For instance, our experts predict that it will retain just 31.9 per cent of its new value after three years, while servicing over the same period will set you back £995 – made worse by maintenance being completely free on the Genesis.

Exterior



Lexus GS

Interior





TESTER'S NOTES...
 "The GS isn't as engaging to drive as a BMW 5 Series, but tweaking your style behind the wheel is satisfying and brings the best out of the Lexus' hybrid drivetrain. Tread carefully, and you can make maximum use of the car's quiet EV mode."
SEAN CARSON
 SENIOR ROAD TESTER



CO₂/tax

141g/km
 £145 or 21%



Practicality

Boot capacity
 451 litres



Performance

0-60/30-70mph
 5.9/5.2 seconds



Braking

70-0/60-0/30-0mph
 48.6/35.9/9.1m



Running costs

30.8mpg (on test)
 £71 fill-up



TESTER'S NOTES...
 "Adaptive cruise control is standard on a Volkswagen Golf, so it's a bit rich of Lexus to charge a whopping £3,380 extra for it on the £61,495 GS 450h."
JAMES MEALE
 ROAD TEST EDITOR



Head-to-head

Back seats

THE Hyundai's wheelbase is 155mm longer than the Lexus', making for more rear legroom.

However, both cars feature a front passenger seat with a 'chauffeur' function that allows those in the back to remotely move it forward to create more room, plus a rear bench that slides and reclines for extra comfort.

Our duo also feature standard heated rear seats, but only the Genesis has a cooling function.



Customer service

LEXUS came top of our Driver Power 2014 satisfaction survey for dealer service, so your car should be in safe hands when it goes in for a check-up. Hyundai's sales network finished in 13th, but as only seven dealers will be authorised to sell the Genesis, customer care should be excellent.



Sounding off

BOTH our contenders get high-end sound systems as standard. The Hyundai's 500W 14-speaker unit is produced by Lexicon, while the Lexus has an 835W Mark Levinson set-up with 7.1 digital surround sound. Interestingly, both hi-fi brands are owned by American company Harman International.



Controls

AS well as the driver, back seat passengers can operate the stereo and air-con, plus rear seat heating from the centre armrest (above)

Infotainment

LEXUS' 12.3-inch TFT display looks the part, but its Remote Touch controller in the centre console is a little fiddly

Practicality 3.7/5

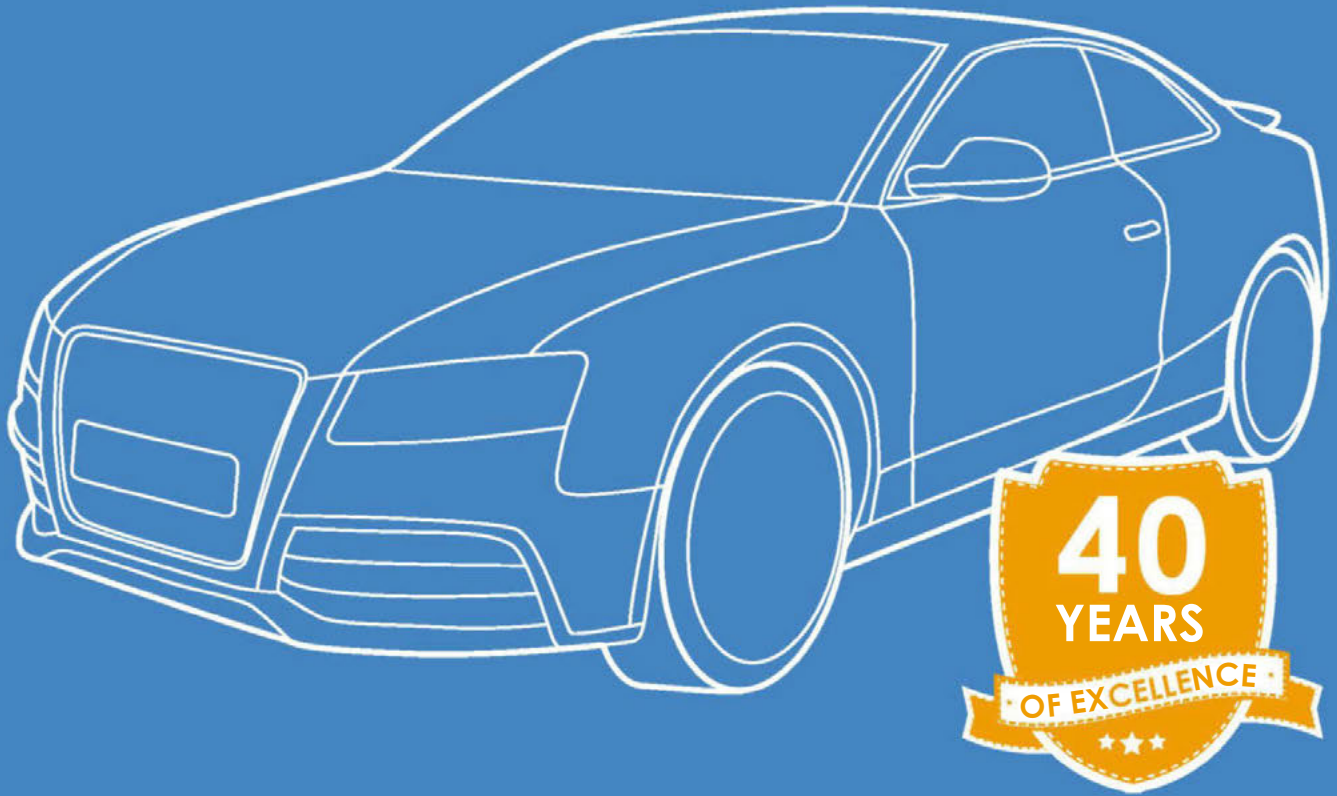
THE Lexus is shorter and narrower than the Hyundai, so it's no surprise to find that it's fractionally smaller inside, too. Yet while our tape measure revealed that the GS delivered 50mm less legroom in the rear than its rival, neither car feels especially cramped.

Both have heated rear seats and a front passenger seat with a 'chauffeur' function, which allows occupants sitting in the back to remotely slide the chair forward to create even more space.

Opening the standard powered tailgate reveals a 451-litre boot, which is 42 litres less than the Genesis'. Plus, there's significant wheelarch intrusion, while the installation of the hybrid running gear means there's no folding rear bench or even a handy ski-hatch.



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Figures

Lexus
GS 450h
Premier



Hyundai
Genesis



On the road price/total as tested	£51,495/£52,105	RESIDUALS LEXUS is an established brand in the UK, but it still can't match European rivals when it comes to residual values.	£47,995/£47,995	TAX BILLS HEFTY CO ₂ emissions of 261g/km mean business users and private buyers will pay far more in tax to drive the Genesis.
Residual value (after 3yrs/36,000)	£16,427/31.9%		N/A/N/A	
Depreciation	£35,068		N/A	
Annual tax liability std/higher rate	£2,155/£4,130		£3,280/£6,559	
Annual fuel cost (12k/20k miles)	£1,914/£3,191	GEARBOX LIKE all Lexus hybrids, the GS gets a CVT gearbox. However, there are eight virtual stepped ratios, which help give extra control on twisting back roads.	£2,942/£4,904	WARRANTY LIKE all Hyundais, the new car gets a five-year warranty and breakdown recovery package. All servicing costs are also covered for the same period.
Ins. group/quote/road tax band/cost	42/£548/F/£145		42/£469/M/£500	
Cost of 1st/2nd/3rd service	£275/£445/£275		Free (5yrs/100k)	
Length/wheelbase	4,850/2,855mm	CO₂ EMISSIONS USE of petrol-electric powertrain helps Lexus keep CO ₂ emissions down to just 141g/km, which is lower than diesel rivals.	4,990/3,010mm	STANDARD KIT THE Genesis comes with the sort of equipment list that wouldn't look out of place on a limo loaded with extras. Even climate seats feature, and there are no options available.
Height/width	1,455/1,840mm		1,480/1,890mm	
Engine	V6/elec motor/3,456cc		V6/3,778cc	
Peak power/revs	341/6,000 bhp/rpm		311/6,000 bhp/rpm	
Peak torque/revs	352/4,500 Nm/rpm	OPTIONS UPGRADES on GS include £850 full-LED headlamps, a £1,000 panoramic roof and a £3,350 pack that brings adaptive cruise control and lane keep assist.	397/5,000 Nm/rpm	
Transmission	CVT/rwd		8-spd auto/rwd	
Fuel tank capacity/spare wheel	66 litres/foam		77 litres/space saver	
Boot capacity	451 litres		493 litres	
Kerbweight/payload	1,825/510kg		1,890/580kg	
Turning circle/drag coefficient	10.6 metres/0.27Cd		11.4 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		5yrs (unltd)/5yrs	
Service intervals/UK dealers	10,000 miles (1yr)/51		20,000 miles (1yr)/7	
Driver Power manufacturer/dealer pos.	4th/1st		18th/13th	
Euro NCAP: Adult/child/ped./stars	N/A		N/A	
0-60/30-70mph	5.9/5.2 secs		6.4/5.6 secs	
30-50mph in 3rd/4th	4.0/5.7 secs		3.4/4.7 secs	
50-70mph in 5th/6th/7th/8th	8.0/11.1/14.1/15.7 secs		5.6/7.1/10.7/14.3 secs	
Top speed/rpm at 70mph	155mph/1,500rpm		150mph/1,750rpm	
Braking 70-0/60-0/30-0mph	48.6/35.9/9.1m		45.9/34.0/8.6m	
Noise outside/idle/30/70mph	63/43/57/67dB		59/39/57/65dB	
Auto Express econ (mpg/mpl)/range	30.8/6.8/447 miles		20.0/4.4/339 miles	
Govt urban/extra-urban/combined	42.2/51.4/46.3mpg		18.0/32.8/25.2mpg	
Govt urban/extra-urban/combined	9.3/11.3/10.2mpl		4.0/7.2/5.5mpl	
Actual/claimed CO ₂ /tax bracket	212/141g/km/21%		326/261g/km/35%	
Airbags/Isofix/HUD/camera	10/yes/yes/yes		Seven/yes/yes/yes	
Auto box/stability/adap. cruise ctrl	Yes/yes/£3,350		Yes/yes/yes	
Climate control/leather/climate seats	Yes/yes/yes		Yes/yes/yes	
Metallic paint/xenon lights/sunroof	£610/yes/£1,000		Yes/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

History of Hyundai's big saloons

Genesis isn't the brand's first venture into world of sumptuous four-doors

A LUXURIOUS Hyundai saloon will be a new concept to British buyers, but the brand has been producing upmarket four-doors for nearly 40 years.

It started out in 1978 building the Ford Granada Mk2 under licence, before teaming up with Mitsubishi in the mid-eighties. That resulted in the first Grandeur model making its debut in 1986.

Powered by a 2.4-litre four-cylinder petrol, and later a 3.0-litre V6, it was the official VIP car of the 1988 Seoul Olympics.

The second-generation Grandeur hit Korean showrooms in 1992 and was once again the product of a collaboration with Mitsubishi. Under the skin, it featured a choice of four V6 petrol engines that could be paired with either a five-speed manual box or a four-speed automatic.

It was then replaced in 1998 by the XG series, which was designed from the ground up by Hyundai and the first model to be sold outside Korea. The Genesis first appeared back in 2008, and featured an all-new rear-wheel-drive platform and a line-up of Hyundai-engineered powerplants, including a powerful 5.0-litre V8.

Results

LEXUS

THE GS 450h costs more to buy than the Genesis and doesn't come as well equipped, but it's a more polished performer and its hybrid powerplant delivers significant savings. It's also beautifully finished, refined, spacious and is backed by one of the best dealer networks around. It still lags behind the best European models, but is an attractive and accomplished alternative for buyers who don't want to follow the herd.



1st

HYUNDAI

YOU can't fault Hyundai's ambitions, and the new Genesis proves that the brand is capable of rivaling upmarket makers for quality and hi-tech kit. However, the car lacks the sophisticated driving experience that's expected in this class, and by aping European design cues, it doesn't have any real identity. The good news is that this car's quality and kit will filter down to more affordable models.



2nd

Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.



What do you think?

Tell us about your car

www.autoexpress.co.uk/driverpower

Exec range secrets

Genesis line-up?

IN the UK, there's only one trim level and engine available on the flagship Hyundai. However, in other markets, the big saloon is available with 3.0-litre and 3.3-litre V6 engines, plus a 5.0-litre V8. There's also the option of four-wheel drive.

Other GS hybrids?

LEXUS is committed to hybrid technology, so it's no surprise to find the GS is petrol/electric only. The GS 450h tested here is the flagship, while the GS 300h features a 2.5-litre four-cylinder engine and electric motor that emits just 109g/km. Prices start at £31,495.

BMW 535i

THE 5 Series isn't as luxuriously appointed as the Genesis, but it's extremely desirable thanks to its blend of space, sharp handling, scorching performance and premium appeal. And with prices starting from £44,685, there's plenty of scope to add some options.



CABIN Coloured dash and stitching brighten interior, while the high-set driving position makes navigating small country roads a breeze

GOOD & BAD POINTS...
 "TwinAir engine is eager and characterful, but we've so far struggled to match the brand's claimed fuel economy"

Essentials



OFF-ROAD Simple twist of the terrain control switch turns the Panda Cross into a decent off-roader. It has 4WD, locking rear diff and hill descent control



EQUIPMENT Chunky red towing eyes will be handy if Panda gets stuck in mud – their bright colour means they'll be easily spotted among the dirt

Fiat Panda Cross TwinAir

On fleet since:	December 2014
Price new:	£15,945
Engine:	875cc 2cyl, 89bhp
CO₂/tax:	114g/km/£30
Options:	Winter pack (£250), City Brake Control (£250), dark tinted windows (£155), rear parking sensors (£250)
Insurance*:	Group: 7 Quote: £270
Mileage/mpg:	4,157/36.4mpg
Any problems?	None so far
Costs?	Replacement driver's window (£95)

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



Fiat P

FIRST REPORT We

Lesley Harris
 Lesley_Harris@dennis.co.uk

AE WHEN handed the keys to a brand-new car, most owners become obsessed with keeping it clean. They think nothing of spending every weekend with either a bucket and sponge in hand or visiting their local car wash ensuring their new pride and joy remains in pristine condition. And woe betide anyone who drops the tiniest spec of dirt on the newly vacuumed carpets or leaves an innocent sweet wrapper in one of the door bins.

Nothing wrong with that I hear you mutter, but when I finally got my hands on our fleet's new Fiat Panda Cross, the first thing I wanted to do was to get it as dirty as possible. And it didn't take me long to find a muddy puddle or two to put the chunky little 4x4 to the test.

The cheeky Panda is as much of a hoot to drive on the road as off it. Its lively two-cylinder 875cc TwinAir engine thrums along tunelessly and it

keeps pace with other road users surprisingly well. Together, we've already embarked on several fairly high-mileage journeys, which have included a mixture of motorways and A and B-roads – all of which the Panda has tackled with relish.

Plus, we've definitely had fun on the more challenging muddy stuff. With just a turn of the terrain control switch, the Fiat becomes a very capable off-roader – albeit a small one.

Not only does it feature a locking rear differential for extra traction in

"The cheeky Panda Cross is as much of a hoot to drive on the road as off it"

the really slippery stuff, it also has the same sort of electronically regulated hill descent control found on much larger (and much more expensive) SUVs. Plus, I love the chunky, bright-red towing eyes that poke out from the front bumper. Not only do they look great, they'll come in handy in the unlikely event that the car needs to be pulled out of the mud.

Unfortunately, it hasn't all been plain sailing for our Panda. Not long after it joined the Auto Express fleet, it was broken into while parked in a central London car park. The perpetrator – who has now been caught thanks to some hi-tech forensic detection – smashed the driver's window and stole the Bluee-Me TomTom sat-nav. Very annoying!

National Windscreens replaced the window at a cost of £95 and Fiat kindly fitted a new TomTom and cradle for me, restoring my Bluetooth and navigation facility. It's an intuitive





TESTERS' NOTES...
 "The Panda Cross is a small car, but it thinks big. Over the course of a busy week, it happily accommodated my family of four."
JAMES DOBSON
 ROAD TEST EDITOR



Nathan Morgan/Otis Clay

Panda Cross

Get down and dirty with chunky new supermini-SUV



CO₂/tax
 114g/km
 £30 or 15%



Practicality
 Boot (seats up/down)
 225/870 litres



Performance
 0-62mph/top speed
 12.0 secs/104mph



When it's not heading off-road, Fiat's ideal for nipping around town

set-up that features decent graphics – helping to make light work of unfamiliar locations. However, I now make sure I detach the unit and slip it into my bag every time I leave the car.

Another neat touch that I've been really grateful for during the recent cold weather is the £250 optional Winter Pack. This incorporates a heated windscreen – meaning no more freezing hands scraping the ice away – plus, my favourite, heated front seats, which warm up quickly and help keep me toasty even on the chilliest of days.

So far, then, I'm loving the Panda Cross, and I'm certainly in no hurry to clean it. In fact, when those around me are spending their Sunday afternoons with a bucket, sponge and chamois, I'll be heading off the beaten track in search of more muddy adventures.

MY RATING ★★★★★☆



PRACTICALITY New Blue&Me sat-nav unit is easy to use; heated windscreen and seats have been welcome during the cold weather

Our cars



James Batchelor

James.Batchelor@dennis.co.uk
@JRRBatchelor

AE AS I'm officially the best-dressed man at Auto Express (not hard), you can imagine how much my colleagues have been laughing at me dressed as a mechanic. But the stereotypical attire perfectly conveys my up-and-down relationship so far with our Audi TT.

I grabbed the keys in **December**, having been looking forward to using the swoopy two-door as my daily driver from my home on the south coast to our central London office. This £35,355 S line quattro TT is fitted with a 227bhp 2.0-litre four-cylinder turbo petrol engine and a dual-clutch S tronic auto box.

There's a wealth of extras, too – from Audi's clever LED Matrix headlights and a winter tyre pack to a classy leather interior, our TT has all the sought-after kit. Tot up the lengthy options, though, and the price rises to a considerable £45,335. **However**, Audi knows such cars will sell – as the UK buys more TTs than any other country.

But even early on, the car was experiencing some crippling hiccups – so severe, in fact, that it had a dealer and Audi's UK HQ scratching their heads. Like all other stop/start systems, the TT's works once the car comes to a standstill. Yet unlike anything else I've ever tried, when the brake was released and the engine burst back into life, endless warning lights appeared on the Virtual Cockpit screen.

Help

It was topped off with the parking sensors going berserk, before deciding to disappear 10 minutes **later**. On one occasion, the car failed to restart for a few heart-stopping seconds on London's Oxford Street at the height of rush **hour**.

After a spate of these inconvenient occurrences, we enlisted the expert help of Epsom Audi, **Surrey**, which carried out a full investigation. Yet despite the brilliant customer service, its technicians couldn't solve it, as the problems reappeared soon **after**.

Another trip to the dealer – which investigated, attributed the fault to a trapped wire to the stop/start system and put 200 miles on the clock through extensive test drives – still didn't sort it.

Audi HQ called, took the car back in **January**, pulled it apart and after a few weeks, returned it saying all was well. Turns out the problem still hasn't been fixed. A mere sniff of stop/start driving freaks the system out, leading me to drive around with it constantly (and uneconomically) switched off.

Get out of congested London, though, and the coupé really shines. Prod the



Audi TT



CO₂/tax

149g/km
£145 or 22%



Practicality

Boot (seats up/down)
305/712 litres

FIRST REPORT Electrical gremlins ruin our time in racy coupé

Drive Select button on the beautifully designed and built dashboard and engage Efficiency mode on the **motorway**, and the Audi settles down quite **incredibly**. Lift off at speed, and the revs drop, allowing the car to coast along and thus boost its fuel consumption.

Plus, when you head for a country road and switch to Dynamic mode, the TT thrills – this model is more of a sports car than its two predecessors have been. But my time with the car so far really has been a tale of two TTs.

As we went to press, Audi gave up its head scratching and replaced the TT with another identical car, albeit painted in Glacier White. Let's hope this one doesn't lead me to don the overalls.

“This model is more of a sports car than its two predecessors have been”



Pete Gibson



TESTERS' NOTES...
 "The Virtual Cockpit is brilliant. Together with the multifunction steering wheel, it allows you to control almost every function without taking your hands off the rim"

DEAN GIBSON
 DEPUTY ROAD TEST EDITOR



Running costs

33.1mpg (on test)
 £59 fill-up



INTERIOR TT is beautiful inside, but we've barely been able to enjoy it thanks to stop/start glitch (inset)

Essentials

Audi TT Coupe 2.0 TFSI quattro S line S tronic

On fleet since: December 2014

Price new: £35,335

Engine: 2.0-litre 4cyl, 227bhp

CO₂/tax: 149g/km/£145

Options: Metallic paint (£545), light and rain sensor package (£110), grey Nappa leather sports seats (£1,390), advanced key (£455), LED headlights (£945), storage and luggage package (£175), LED interior lighting (£270), Comfort and Sound package (£1,590), Technology Package with Audi Connect (£1,795), interior elements in Quartz Lacquer Silver (£250), electric front seats (£995), heated front seats (£325), parking system plus (£410), Audi Phone Box (£325), leather (£395), winter tyres/wheels (£1,568)

Insurance*: Group: 38 Quote: £435

Mileage/mpg: 4,119/33.1mpg

Any problems? Stop/start system

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



STYLING Audi's Matrix headlights look great and lead the way in LED technology. They're a £945 option



EQUIPMENT Technology pack adds nav with Google Maps traffic info, music streaming and Internet



TYRES Winter wheel and tyres package costs £1,568 and provides excellent seasonal traction

Fleetwatch



VW Golf GTI

IF you needed proof of winter tyres' effortless ability to cut through the grit and grime on our roads at the moment, our VW Golf GTI is it.

During just a couple of runs into our central London office from his home in Hertfordshire, road test editor James Disdale watched the Pure White Golf turn a filthy grey. That's because the Pirelli Sottozero 3's extra-wide grooves and rounded shoulders are designed to expel far more water than standard summer rubber.

This isn't the only sign of how effective the tyres are, as even in standing water the car feels stable under braking and secure in corners.

Our man thinks the dirt-encrusted Golf looks great – although that reg plate will soon need a clean if he doesn't want to attract attention from the long arm of the law.

Suzuki Swift

IT'S a new arrival on our fleet, but the Suzuki Swift has already had a bruising encounter with our six-foot-two-inch-tall news reporter, Lawrence Allan.

He found that his lower shin hit the sharp edge at the bottom of the dash every time he went for the clutch.

No matter how he adjusted his seating position, he couldn't avoid it, resulting in a serious shin shiner.

It spoiled an otherwise enjoyable drive, as the supermini proved capable and composed, while the excellent new Dualjet petrol engine returned more than 50mpg.

Our fleet

Audi TT

New arrival

BMW i3

Issues 1,338, 1,353

Dacia Duster

Issues 1,305, 1,315,

1,330, 1,339

Fiat Panda Cross

New arrival

Hyundai i10

Issues 1,332, 1,338,

1,348, 1,357

Jaguar F-Type

Issues 1,307, 1,319,

1,329, 1,344, 1,355

Kia Soul EV

Issue 1,350

Lexus IS 300h

Issues 1,312, 1,320,

1,329, 1,340, 1,355

Mazda 3

Issues 1,311, 1,334, 1,345, 1,357

MINI Cooper D 5dr

Issues 1,346, 1,352

Peugeot 308 SW

Issues 1,342, 1,356

Range Rover Sport

Issue 1,356

SEAT Leon SC Cupra

Issue 1,353

Skoda Superb Estate

Issues 1,347, 1,358

Suzuki Swift

Issue 1,358

Vauxhall Corsa

Issue 1,354

Volkswagen Golf GTI

Iss. 1,320, 1,332, 1,341, 1,352



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THIS WEEK'S
HOT KIT

NEED TO KNOW
"Models in the Speed Champs series are complemented by small car-related LEGO add-ons that give an extra element of detail"

RRP FROM £12.99

Build your own racer

NEW PRODUCT

LEGO Speed Champs

RRP: From £12.99

Contact: 0800 5346 5555, shop.lego.com

LEGO has teamed up with a selection of big-name car manufacturers to bring out the Speed Champs series of officially licensed racing cars and accessories in full livery.

Ferrari is on board with replica models of the 458 Italia GT2 and LaFerrari. The McLaren P1 will also be recreated in LEGO, while Porsche's 918 Spyder is available, too. All will be priced at £12.99 each.

Every model is reproduced with unique details representative of the real thing, according to the toy manufacturer – the LaFerrari has hybrid parts exposed in bricks, the P1 comes with a trophy,

while the Porsche is sold with exchangeable wheel sets, a chequered flag and kerbstone.

And while these small cars are ideal for one-off gifts, there are more advanced kits sure to appeal to collectors. The £29.99 McLaren Mercedes Pit Stop includes a model of the 2014 season MP4-29 Formula One racer in a pit garage setting, with a fuel pump, computer console and a spare nose.

The Porsche-licensed 911 GT Finish Line is similar in its set-up, but includes two cars inspired by the 911 RSR and GT3R Hybrid. This set is geared to simulate the finish of a race, so comes with a flag, camerawoman and a podium.

For us, the pick of the new LEGO range is the Ferrari F14 T & Scuderia Ferrari Truck. The car strongly resembles the F1 racer, again used last season, while the truck is kitted out like a race base would be. This set is priced at £79.99.

Henry
Willis

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills

Q

How to improve headlights

THE amount of light coming from the dipped headlights on my wife's 2006 Hyundai Getz is poor. It's not a fault with the car, but I'd like to improve this. What's the easiest way to do so?
Phil Sanders, E-mail

A

WE'D replace the bulbs – it should be simple. Your wife's Getz takes an H4 fitment, which we tested in Issue 1,341, and Philips' X-tremeVision were brightest among the bulbs promising 'over 60 per cent' more light than a standard version. As we went to press, we spotted these at amazon.co.uk for £19.99. Since our test, Philips has launched an even brighter bulb, which we hope to try soon.

Q

Can I boost memory on go?

MY kids use their smartphones and tablets for playing music and watching films on long car journeys. But they complain about not having enough memory space. How can I boost this?
Nick Walker, E-mail

A

CONSIDER investing in a wireless expansion device. In Issue 1,325, we tested the SanDisk Connect Wireless Flash Drive, which works with Android, Apple and Kindle systems. It's a memory card that stores extra content and transmits it wirelessly to portable hardware. You can buy it with 16GB, 32GB or 64GB capacities – we tried the smallest model, which we found for £39 as we went to press. See www.sandisk.com for info.

Chargers crank up the power

NEW PRODUCT

Ring power solutions

RRP: From £99.99

Contact: 0113 213 7379, www.ringautomotive.co.uk

RING has released three new power solutions that it hopes will help drivers avoid the misery of a flat battery in the last leg of winter.

A new compact powerpack takes centre stage. As with rivals, Ring has used a small lithium-ion battery to save on space, but the RPP900 (right) can still start a petrol car with an engine up to 2.0 litres thanks to its 200A cranking current.

The pack also has reverse polarity protection to stop drivers clamping terminals on the wrong way round, plus there's a feature to prevent a short circuit. Both clamps are fully insulated with rubber for further protection.

The £99.99 package also comes with a 2.1-Amp USB socket and LED torch light. It's



been launched alongside two new chargers, designed to power up batteries on modern cars with stop-start technology. The £99.99 RSC608 and £109.99 RSC612 have automatic seven-step charging cycles, while an AutoCharge function delivers the maximum possible power transfer for quick top-ups. Both also feature an analysis tool to check battery condition.

TOP TIPS

Shop round for cover



IT'S all too easy to just renew your car insurance with your current provider, but you can save hundreds by shopping around. And the simplest way to do this is with a price comparison website. In Issue 1,338, we found MoneySuperMarket the easiest site to use with the widest return of good-value policies. Visit www.moneysupermarket.com to get a quote now.



NEED TO KNOW
"SHOFT hopes to prevent future back pain by altering seatbelt positions, thus encouraging a healthier posture while driving"

PRICE £24.99

Belt kit beats slouching

FIRST TEST

SHOFT posture aid

Price: £24.99 Rating: ★★★★★

Contact: 0844 858 4366, www.shoft.co.uk

AE Henry Willis

MANY drivers slouch at the wheel, which can ultimately lead to long-term back problems. But the new SHOFT posture aid aims to prevent this.

It fits over the plastic part of the buckle on most standard-size seatbelts in seconds, and alters the angles that the belt fabric rests across the driver. As a result, it claims to encourage a healthy position with a straight back.

We installed ours and instantly found the top half of the seatbelt was raised slightly – making more of a direct run

from the buckle to the anchor point on the B-pillar of our car. This reduced slack in the belt, and meant sitting upright felt more comfortable than slouching. Plus, on a long drive while using the product, we had no urge to slip back into a poor seating position.

There's no feature to prevent drivers inadvertently returning to slouching – we thought this would be one of our complaints with this product. But SHOFT holds the belt steadily and we found resting against the alternative angle of the belt felt natural.

Like some rival products that aim to improve driving posture, we also wondered if our seating position would be initially uncomfortable while using the SHOFT. But in the snug seats of our

Dacia Duster, SHOFT didn't spoil our driving experience. The car's pedals, steering wheel, gearlever and other controls remained within easy reach, while we only needed to adjust the seat slightly.

Included in the pack are two posture aids – one for the driver and one for a passenger. And as it's easy to install and remove in any car, it's a great buy for anyone suffering back problems as you can simply take it with you.

We only tested SHOFT for a few weeks, so we can't really comment on the long-term effects, but our initial impressions are positive. We found our driving position was much more comfortable simply by using what's essentially a basic plastic mould.

Fill up with fuel, hands-free

FIRST TEST

PumpPal

RRP: £9.99 Rating: ★★★★★

Contact: www.pumppal.co.uk

THE new PumpPal promises to take the effort out of filling up your car with fuel, so we were eager to put it to the test. It's a plastic device that wraps around the lever of petrol and diesel pumps, and it's designed for drivers who don't want to get mucky or those who have pain or discomfort in their hands.

On a forecourt, we put the pump nozzle in the filler neck of our car and twisted the robust plastic around the pump so it locked the trigger in place. The fuel poured in, leaving our hands free, and you can just rely on the pump's automatic shut-off to stop filling up when you're tank's full or simply remove the PumpPal once you've put in the fuel you want.

With this in mind, we were satisfied that the PumpPal has been made the right size, as putting it on and off the handle was straightforward. We just wonder how many drivers will really need this device when, for most people, filling up with fuel is such a quick and painless process.

PRICE £9.99



NEED TO KNOW
"PumpPal is white with a choice of coloured trims. Pick black or green to stop yourself misfuelling, or there are blue or pink versions"

news, deals & events



Review books go to Surtees charity

AUTO Express has given the Henry Surtees Foundation a helping hand by donating hundreds of books we've reviewed on these pages to the charity. Andrew Francis (right), an ambassador at the charity, told us he hopes to sell them at car events and shows to raise funds.

"We're incredibly grateful for this donation," said race legend John Surtees, who set up the charity (at henrysurteesfoundation.com) in memory of his late son to aid young people with accidental injuries.

"I am sure all the companies that provided these products will be pleased with this initiative."

New suspension catalogue is live

REVOLUTION Motorstore has launched a new catalogue packed with more than 42,000 chassis and suspension products. It stocks ranges from some of the biggest names in the suspension business, and also offers a price match scheme should you find the products cheaper elsewhere. See revolution247.com for more.

Classic Porsches meet at Ace Café

OWNERS of the increasingly rare Porsche 924 are set to come together on Saturday (7 March) at the Ace Café in North London. Organised by the Porsche 924 Owners Club, the meet invites drivers of the cars to line up and show off their models for free. Log on to www.ace-cafe-london.com for more details on the venue and future events being held there.

Know an event coming soon?
Contact Henry.Willis@dennis.co.uk

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Mini test

NEW PRODUCT

Protex Convertible Soft Top Canvas Cleaner Complete Kit

RRP: £64.98

Contact: 0800 458 4235, www.protexworld.co.uk

PROTEX takes a belt-and-braces approach, as this kit has all you need to restore a canvas hood to prime condition. You can order the items separately, but we still plumped for this, as it includes a cleaner, a colour restorer, a waterproofer, brushes and mixing buckets.

We thought the brush technique may slow progress compared to the trigger sprays of the other two here, but like the Renovo kit that came second in our Issue 1,355 group test, the brush method gave great results.

The cleaner had to be worked in for us to make any progress on the grime, but the proofer was easy to apply and repelled water effortlessly. Results come at a price, though. Rating: ★★★★★

NEED TO KNOW...

"Included in the £64.98 is a colour restorer for black hoods. Our canvas had barely faded, but its finish was still improved"



Get your drop-top's hood looking tip-top

AE Henry Willis

WITH winter coming to an end and warmer UK weather now in sight, convertible owners will soon be enjoying some open-top driving.

However, the bitter elements can take their toll on cars' hood fabric, so drivers need to wash away algae and grime before their roofs look presentable again. We tested cleaners in Issue 1,355, but more have been launched, and we wanted to see how they scrub up.

We put a pricey newcomer, the Protex Convertible Soft Top Canvas Cleaner and Restorer Complete Kit, up against the Autoglym Cabriolet Fabric Hood Cleaning Kit – which won our test – as well as another new option, Angelwax's Shield.

We left our canvas hood outside with the products applied, and the Protex kit impressed. The Autoglym product is still the best, but the Shield kit was decent.

"Bitter elements can take their toll on convertible cars' hood fabric"

FELLOW NEWCOMER

Angelwax Shield

RRP: £12.95

Contact: 0141 886 6732, www.angelwax.co.uk

THIS is just a proofer, so we used it with Angelwax's Superior Automotive Shampoo (RRP £7.99, 500ml) as the cleaning agent. It's not specifically for tackling muck on hoods, but worked on stubborn algae. The Shield impressed as we applied it sparingly, and got great grime and water repelling action after weeks of exposure. It can't quite match the Autoglym, but is still very good.

Rating: ★★★★★



TEST WINNER

Autoglym Cabriolet Fabric Hood Cleaning Kit

RRP: £22.99

Contact: 01462 677766, www.autoglym.com

THIS Autoglym kit has long been our hood renovating favourite, and for good reason. Packaged with a cleaner, proofer and sponge, it can do everything the Protex can, bar colour restoration, at nearly a third of the price. Dirt-busting action is strong, while proofing lasts for weeks, repelling grime with ease. It's difficult to fault this excellent product. Rating: ★★★★★



books, apps & games

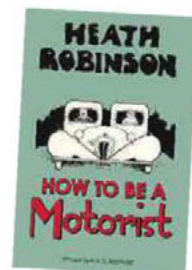


How to be a Motorist

Heath Robinson (Bodleian Library, bodleianshop.co.uk)

Price: £9.99 (hardback) Rating: ★★★★★

FORGOTTEN by many – having first been published in 1939 – this tongue-in-cheek guide to motoring has been republished. Most of the content is taken straight from the original, so some humour is a little dated, but the spirit remains. From how a car works to road etiquette, it's fun to see a newly printed classic with a nostalgic viewpoint.

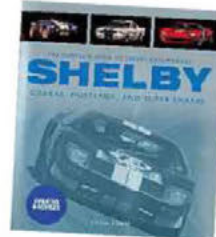


The Complete Book of Shelby Automobiles

Colin Comer (Motorbooks, www.motorbooks.com)

Price: £35 (hardback) Rating: ★★★★★

THE Complete Book updates the list of Shelby models author Comer has covered in the past, with the addition of recent versions. We think this new release will only really appeal to fans who may already have one of the existing books, which makes the £35 price tag quite difficult to justify. Well put together, but for a niche audience.



MMX Racing

Available for: iOS, Android

Price: Free Rating: ★★★★★

THIS is a must for monster truck enthusiasts and beyond. Races are exciting and vehicles can be customised to suit you. You'll need to pay to unlock content, such as cash for extra trucks, which is a shame. But even the free version is a lot of fun.



App of the week



DVLA Search

Available for: Android

Price: £1 Rating: ★★★★★

ENTER a registration number, and this app will bring up all key info on a car, including whether it's taxed and how much it would cost to do so, plus facts that are available on the DVLA's website. However, it's only for Android devices and is let down by bugs.



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APPS FOR DRIVING

Make life easy with traffic-busting and parking smartphone apps

PRODUCT GROUP TEST 25 | 2 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Henry Willis

SMARTPHONES have more of a role in the car than just making calls, playing music and navigation – specialist apps can help you park and beat jams.

Although many sat-navs also have this capability now, too, it is often more convenient to have the information on your mobile, so you're not restricted to use in the car. And these specialist apps are generally cheaper than sat-nav apps, which may also offer parking and traffic information. We put six of the best of each on test to find our favourites.

TRAFFIC APPS



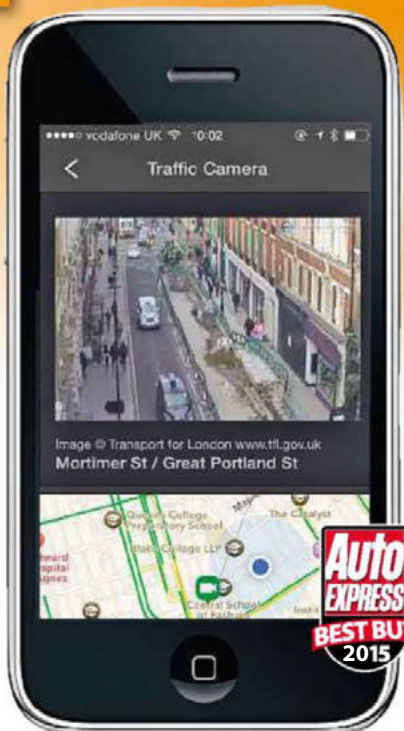
INRIXD Traffic

Price: Free

Available for: iOS, Android, Windows Phone

Rating: ★★★★★

BEST BUY WE rarely make a trip across congested central London without checking INRIX first. It'll map out the most clogged up roads with a clear display, with the worst jams marked in red – these will have big delays so you know to avoid them. Even better is the feature to enter your destination, and it'll work out the best route based on current jams.



The AA

Price: Free

Available for: iOS, Android,

Rating: ★★★★★

RECOMMENDED

DISAPPOINTINGLY, the AA has done away with its acclaimed Roadwatch Pro app, which we liked a lot. This version has a route planner and fuel finder, but can't match its predecessor.

Traffic updates are nowhere near as comprehensive as on INRIX, and are mostly restricted to major roads. They're still timely and accurate, though, even if thinly spread.



PARKING APPS



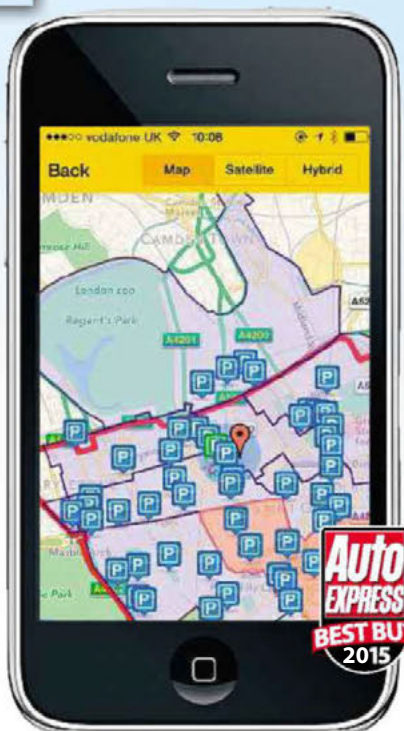
AA Parking

Price: £1.69 (Windows Phone), £1.99 (Android), £2.29 (iOS)

Available for: iOS, Android, Windows

Rating: ★★★★★

BEST BUY DON'T be put off by the fact that you have to pay for this while the rest are free – it's worth it for finding potential parking spots with ease. It's the best for finding commercial car parks and can also locate private lets and bays on the side of the road. It won't show availability or let you pay via the app, but it's a solid choice for finding spots.



Parkopedia Parking

Price: Free (£1.69 Windows Phone)

Available for: iOS, Android, Windows

Rating: ★★★★★

RECOMMENDED ALTHOUGH Parkopedia powers the search database used in AA Parking, the app is not as polished and some gaps in information let it down. It gave us a similar amount of car parks and roadside spaces local to us on the map, along with prices and limited availability, but some features require upgrading for you to use.



NEED TO KNOW
 "Traffic-busting mobile apps are great for checking on jams before setting off, while parking apps help you find spaces on the move"



How we tested them

WE drove around London to find the best parking app – pulling over and checking our contenders to search for places to leave our car nearby. We looked for spaces in areas we knew were loaded with car parks, so an accurate, packed list of options was preferred. To rate the traffic apps, we referred to them before leaving for a journey through the city, checking them on the way, rating their precision.



Verdict

THERE'S no beating INRIX for beating the jams. It took the honours ahead of the AA's offering in second place. AA Parking is our favourite parking app, with Parkopedia our runner-up here.

Traffic apps

1. INRIX XD Traffic

2. The AA

Parking apps

1. AA Parking

2. Parkopedia Parking

Waze

Price: Free

Available for: iOS, Android, Windows Phone

Rating: ★★★★★

THIS continues to improve since being taken over by Google. We'd previously tested it as a sat-nav app and online route finder, but recent updates make it worth testing as a standalone traffic app. The community-based system relies on other drivers submitting reports when they hit jams, but it works well. Go on to 2D map view to see which roads are blocked and use the route planner for a stress-free journey.



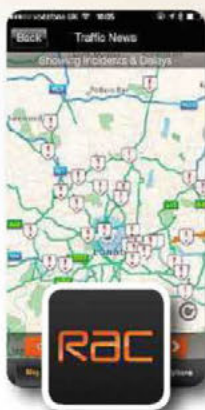
RAC

Price: Free

Available for: iOS, Android, Windows Phone

Rating: ★★★

MUCH like the AA app, the RAC has done away with its dedicated traffic service to launch a programme designed to tackle route planning and with functions exclusive to RAC members. Unfortunately, as with the AA, the traffic-busting feature is not as good as before. Flagged delays were few and far between – and while it dealt with smaller roads, some of these delays were cleared by the time we drove through them.



Navigon traffic4all

Price: Free (£1.20 Windows Phone)

Available for: iOS, Windows Phone

Rating: ★★

THIS Garmin-made traffic buster left us wanting more as it shows most jams accurately on a map, but doesn't list them or programme delays into any kind of route planner. It's a shame, as the claimed blockages were largely accurate on both main and minor roads. Instead, it seems this has been developed more for use in European countries, although it remains usable in the UK. Not worth paying for.



Live Traffic Info

Price: Free

Available for: iOS

Rating: ★

WITH traffic information from the Highways Agency, we expected a lot more from this ageing app. It's only available for iPhone versions of iOS and even then, its resolution size is intended for older, smaller handsets. It's clearly out of date but bizarrely, some traffic info still came through – although this was scarce. It missed out delays in all the UK's major cities and only displayed a few jams on motorways.



JustPark

Price: Free

Available for: iOS

Rating: ★★★

ALTHOUGH this isn't the best for finding commercial car parks, it's great for looking for privately let spots on driveways and in garages. You can book these spaces for a specific time within the app, too. There was a healthy selection of vacant places available when we looked, and it gave an easy to follow rundown of how much each would cost. We just wish it'd find car parks and that it was on other platforms.



NCP

Price: Free

Available for: iOS, Android

Rating: ★★★

LIKE the JustPark app, NCP focuses on one type of parking – the firm's own car parks. Of course, NCP operations are very common, so it shouldn't be a problem for motorists to find spaces near them with this capable app that lists prices, the amount of bays in each place – and even directions from where you are displayed on a map. The software is slick and free – but obviously, if you don't want to use an NCP, it's not much use.



Appy Parking – London

Price: Free

Available for: iOS, Android

Rating: ★★★

WE love the detail invested in Appy Parking. It lists times you no longer have to pay for roadside bays or when you can park on yellow lines, and costs are broken down so they're easy to understand. The big problem is it only covers roads within the M25. It can search out spaces by GPS or entering a location, and we hope this is soon rolled out further than just the capital.



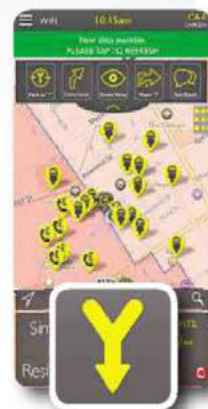
Parker

Price: Free

Available for: iOS, Android

Rating: ★★

THIS predominantly US-focused app only has detailed parking info for Birmingham and Manchester in the UK, but it'll still work everywhere else in the country where councils use relevant pay methods – Parkmobile or PayByPhone. All you need to do is check in your car, relying on the app's use of GPS, and fill in reg details. There aren't many ways of finding spaces, but its paying capabilities redeem it.





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333 X	£14,000
IXB	£42,000
IXJM	£9,000
14 Y	£33,000

30 A	£45,000
535 A	£9,500
7000 AG	£6,000
AJ 9	£85,000
17 AJL	£8,000
AJ 9	£85,000
AM 69	£25,000
T78 AMG	£2,000
R600 AMY	£1,500
220 AR	£7,000
170 AW	£8,000
B3 AWC	£900
B 10	£2,800,000
700 BA	£7,500
V662 BEC	£1,000
10 BG	£10,000
89 BH	£9,000
6 BJX	£1,500
91 BK	£6,000
BM 8288	£9,800
V88 BMW	£1,800
311 BP	£6,800
BRIONE	£3,500
II BW	£13,500
333 BXS	£1,000
I870 C	£5,500
CAI2 CLL	£3,500
M3 CDC	£1,800
3 CGA	£4,500
CGT 3	£22,000
8 CHR	£8,350
211 CJB	£6,500
C16 ARE	£4,000
II CLS	£5,000
COB 8IE	£8,500
CSE 298	£2,500
28 CTR	£2,800

219 CTR	£1,500
DAM ION	£15,000
II DCP	£3,800
DFG 73	£2,600
T30 DGB	£500
A12 DGB	£1,300
600 DH	£8,000
I DOT	£29,000
A9 DSD	£950
DW 21	£35,000
6 DWG	£4,000
32 ED	£6,500
32 EH	£8,000
G7 ENG	£2,800
EP 3582	£2,500
ERR IK	£12,000
F12 EYE	£2,900
19 F	£30,000
S2 FCS	£1,000
R12 FCS	£800
II JCD	£25,000
J8 JCR	£1,000
22 JCS	£8,000
10 JDJ	£3,000
W18 JEM	£1,300
JESSESE	£5,800
JFB 502	£3,300
624 JGC	£2,400
JWV 624	£3,500
18 JMW	£8,000
24 JRC	£8,000
550 JT	£6,500
JYL 2W	£2,000
28 K	£22,000
KAT 6V	£4,500
KCT 961	£2,000

G2 UMP	£2,400
OOO9 GUY	£1,800
HAM 3R	£12,000
83 HB	£8,500
K20 HEM	£700
38 HGB	£5,800
I HKV	£19,500
56 HM	£11,000
HN 4626	£1,400
II HNS	£25,000
AD02 HOD	£850
20 HPC	£4,800
R8 HRD	£1,200
HX1	£47,000
HXM 88	£1,800
JAB 4	£25,000
R100 JAG	£9,500
22 JAH	£10,000
J300 JANE	£1,500
B12 JAR	£1,000
JAY 3R	£6,500
II JCD	£6,500
J8 JCR	£1,000
22 JCS	£8,000
10 JDJ	£3,000
W18 JEM	£1,300
JESSESE	£5,800
JFB 502	£3,300
624 JGC	£2,400
JWV 624	£3,500
18 JMW	£8,000
24 JRC	£8,000
550 JT	£6,500
JYL 2W	£2,000
28 K	£22,000
KAT 6V	£4,500
KCT 961	£2,000

DI KDJ	£1,200
KH 2842	£2,500
KMW 413	£1,900
K2 OCH	£750
10 KSD	£3,500
I KX	£47,000
L14 DYV	£1,400
L14 RDD	£1,400
K8 LEE	£8,000
F47 LEO	£2,500
8 LJS	£8,800
222 LP	£7,000
222 LR	£7,800
L11 CKY	£25,000
LXS 40	£2,600
92 M	£30,000
Y200 MAX	£1,600
MBS 12	£5,800
MDS 17	£7,000
MEL 999	£5,000
A10 MFC	£1,300
MG 4	£45,000
8 MG	£35,000
8 MGL	£8,500
MGL 808	£1,500
MHS 123	£5,600
L12 MNN	£950
M10 SES	£3,800
C11 NAK	£1,300
S330 NCK	£700
NFG 20	£2,800
II NMS	£5,000
R6 NOW	£2,000
800 NS	£5,800
84 NT	£7,500
NROIL	£2,500

O 49	£55,000
OAK 715	£5,500
OCT 546	£2,000
7 OF	£25,000
16 OG	£8,800
30 OJ	£7,000
911 OO	£19,500
6 OOO	£30,000
OOO IX	£8,800
E5 OOO	£5,500
F2 OOO	£5,500
N5 OOO	£5,000
M3 OUT	£2,500
P 100	£65,000
G592 PAM	£1,000
PAU 7	£16,500
PBP 735	£1,200
PCY 1	£17,000
PHC 7	£6,800
PIL 2003	£800
7584 PJ	£1,800
10 PJA	£7,000
PLV 666	£2,800
X5 PNE	£1,600
PO13 SCH	£1,300
PP 11	£55,000
1996 PS	£5,500
K9 PSD	£1,000
PSX 888	£2,000
R 2	£22,000
RAG 535	£2,500
554 RAH	£8,250
800 RC	£8,000
B3 RCC	£1,000
C17 RDS	£2,300
J30 REP	£1,300
RFP 4	£4,500

RGC 843	£1,800
I RHX	£9,800
RUG 18	£6,500
P80 RNR	£700
777 ROY	£5,800
V12 RPH	£1,500
RKX 2	£6,800
RSB 7	£28,000
M11 SBB	£700
SHE 4C	£2,000
3 SHR	£7,000
SI9HTN	£1,000
22 SMR	£5,800
2 SON	£55,000
50UND	£50,000
8 SRC	£5,000
10 SRC	£5,000
SRE 1	£25,500
8 SSD	£16,000
STH 11	£11,000
SV 5839	£1,500
5T	£22,000
58 T	£14,500
T1 TCH	£40,000
94 TL	£7,800
C500 TOY	£2,300
78 TR	£8,000
T234 CLE	£2,750
TRN 1	£29,000
I UEE	£8,500
M68 UFC	£1,800
7 UNO	£4,500
30 LIXV	£895
K333 VET	£900
P21 VGB	£1,200
7 VJX	£3,800

LR03 VER	£1,500
VSN 1	£28,000
VVC 2	£8,000
82 W	£10,500
49 WB	£9,500
W31 KER	£2,800
WGS 375	£1,500
WIA 9	£3,800
92 WM	£8,500
WWK 92	£5,600
28 X	£18,800
700 X	£15,500
XAB 1	£12,000
I XAD	£9,500
I XB	£55,000
I XBC	£15,500
XC2 1	£6,500
XKGI THH	£1,000
4 XX	£35,000
XXX 4	£11,800
XXX IP	£9,800
444 Y	£9,000
YAN 6S	£2,425
YAN 1SH	£4,500
AS YGY	£800
YLJ 662	£2,500
YSX 88	£2,000
I YTA	£8,500

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Mercedes C-Class Mk3

**67th
PLACE**

YOU TELL US... Exec scores on quality, but it is pricey to run

2014 Results C-Class Factfile

Years: 2007 to 2014 **CO₂:** 173g/km

Fuel economy: 42mpg (C220 CDI SE Auto)

Best features: Climate control, parking sensors, hill start assist, rain-sensing windscreen wipers

Prices: From £6,500

OVERALL SCORE

87.37%

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1
RELIABILITY							72
BUILD QUALITY							26
RUNNING COSTS							104
PERFORMANCE							34
ROAD HANDLING							83
RIDE QUALITY							70
EASE OF DRIVING							46
SEAT COMFORT							120
PRACTICALITY							109
IN-CAR TECH							40

GOOD

"INCREDIBLY smooth and easy to drive."

"Absolutely rock-solid build quality. It's a different class from most other cars."

"Typical of great German engineering. This is the marque for longevity in car ownership."

"My car is a well engineered, comfortable and attractive model."

"The 'eco-drive' setting helps maintain very sensible mpg for the type of vehicle it is."

"Everything that a Mercedes should be."

NOT SO GOOD

"IT had an injector failure problem, which was common for these models in 2010."

"Sensor system has a mind of its own."

"I find the gearbox sometimes struggles."

"Off the road for one month during its first year. Fuel system and engine management had to be replaced."

"I think the C-Class is a little lacking in flair."

"Mercedes dealerships are eye-wateringly expensive. It's best to source an alternative."



How do you rate your car?
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www.autoexpress.co.uk/driverpower



**Joe
Finnerty**

Got any car queries?

Joe_Finnerty@dennis.co.uk
@AE_Consumer

Q Service history confusion

MY 2009 Audi A4 was advertised for sale with a full service history, but it turns out the timing belt hadn't been replaced despite passing its due date. Surely this was misadvised?

Helen Kennedy, E-mail

A THE term "full service history" doesn't mean all necessary work has been done, rather all work that's been carried out is documented. If it's listed as having a full manufacturer service history, you'd have more chance of recompense if service intervals haven't been met.

Q Recurring oil problems

THREE oil consumption tests have been carried out on my VW Polo GTI, and on the third the oil jets were replaced. Now, after another 2,000 miles, the engine oil light has come on again. Is this right? Can you help?

Graham Lamb, E-mail

A THE engine used in the Polo GTI was also found in the Skoda Fabia vRS, and is well known for having excessive oil consumption. VW operates on tolerances of 1,000 miles per litre of oil so it's worth checking the level regularly to make sure you don't run out.

Q No cause for MINI rattle?

MY brand new MINI Cooper S has a rattle over uneven surfaces, but the dealer can't find anything wrong. It claims this is a characteristic of the car. What can I do?

Jacqueline Whitfull, E-mail

A DEALERS often use "it's a characteristic of the car" as a get-out clause, but sometimes they genuinely can't find a fault. Try recording the rattle, and if you're convinced there's still a problem, get an independent inspection by a member of the Institute of Automotive Engineer Assessors. Drive another Cooper S to see if the rattle is present in that, too.

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Watch Quentin's Guide
warrantywise.co.uk/guide



Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



NEED TO KNOW

The power-steering can make some odd clunking noises when manoeuvring at low speeds on full lock.

NEED TO KNOW

Some owners have struggled to get their MP3 players working properly, even on the latest cars.

NEED TO KNOW

The Ibiza's ride is firm, but Sport models feature even firmer suspension than standard editions.



BUYER'S GUIDE: SEAT Ibiza

FROM £3,500 Multi-talented Mk4 supermini is a sound second-hand buy



Richard Dredge

WE'VE long been fans of the current SEAT Ibiza. With its modern, eye-catching design, keen prices, strong dynamics and low running costs, it stands out in a market that isn't always particularly imaginative.

That makes the Ibiza a great used buy, especially for new drivers who will be reassured by its five-star Euro NCAP rating.

Yet while the Ibiza is a great first car, this sharply styled supermini is also just the job for anybody who needs something fun and distinctive for the daily commute.

History

THE five-door Ibiza Mk4 arrived in July 2008 in 1.2, 1.4 or 1.6-litre petrol forms; within

four months the three-door SC was on sale. In March 2009, 1.4 and 1.6-litre diesel engines debuted, four months before the 178bhp 1.4 TSI Ibiza Cupra.

The mechanically identical Bocanegra, with its distinctive black nose, arrived in 2009. The 99g/km 1.2 TDI Ecomotive appeared in July 2009, a year before the ultra-practical Ibiza ST (estate), the 92g/km Ibiza E Comotive and the zesty 1.2-litre TSI petrol.

A facelifted Ibiza reached showrooms in January 2012, with revised styling, higher-quality interior and a 1.2 TSI Ecomotive petrol option.

Which one?

MANUAL and DSG automatic transmissions are great to use while the TSI and TDI engines

feel punchy and offer decent economy. The regular 1.2 and 1.4 don't sparkle as much.

Entry-level S editions are best avoided as they're spartan. They come with remote central locking and six-speaker CD/tuner, but you have to move up to the SE to get electric front windows, a trip computer, split folding rear seats, 15-inch alloy wheels and a height-adjustable passenger seat.

The Sport features firmer suspension, sports seats and 16-inch alloys. Options worth having include climate control, Bluetooth and rear parking sensors.

Alternatives

THE Skoda Fabia and VW Polo share the Ibiza's underpinnings, but there's no estate version of the latter, while prices for an equivalent hatch are higher.

One of the best all-rounders in this class is Ford's smart-looking Fiesta, which is great fun to drive, plentiful and cheap to run – plus there's a wide choice of engines and trims.

The Renault Clio and Peugeot 207 are also worth considering as they're affordable and good to drive. Vauxhall's Corsa is cheap to buy and run, offers decent cabin space, plus there are also lots to choose from.

Verdict

THE Ibiza is showing its age, particularly on pre-facelift models. However, that doesn't stop it being a great second-hand buy as it's such strong value for money.

It helps that there's a wide choice of models, from ultra-practical estates to fun sports editions such as the FR and Cupra – with the seriously frugal Ecomotive along the way.

While the Ibiza isn't the best car in its class, as an all-rounder it should be on the shortlist of anyone looking for a small car that's fun to drive and cheap to run.

"Sharply styled supermini is great first car, plus just the job for anyone needing something fun for commuting"



Materials

SOME of the interior plastics are hard, but the fit and finish is generally very good. Some older cars are starting to creak and rattle now, though.



John Colley

Windows

THE electric window mechanisms can be unreliable. Motors short out, leading to the window going up or down of its own accord – or not at all.



Air-con

AIR-conditioning systems can be temperamental, so listen for hissing and see if the system produces cold air as repairs can be costly.



Washer

THE rear washer mechanism can sometimes stop working, often because the pipe that feeds it has come adrift, filling the boot with water.



How much?

	14 2014	62 2012	60 2010	59 2009	58 2008
Model					
1.2 S 3dr	£8,350	£7,150	£5,870	£4,725	£4,275
1.2 TSI FR 3dr	£10,350	£8,675	N/A	N/A	N/A
1.4 SE 5dr	£9,175	£7,725	£5,975	£5,350	£4,825
1.6 Sport 3dr	N/A	N/A	£6,395	£5,750	£5,195
1.4 TDI S 3dr	N/A	N/A	£6,750	£5,995	N/A
1.6 TDI SE 5dr	£10,650	£8,950	N/A	N/A	N/A
2.0 TDI FR 3dr	£11,895	£9,995	£8,150	£7,295	N/A

ANY Ibiza Mk4 priced at under £3,500 is likely to be a category D write-off, while any model less than £4,000 has generally covered 80,000 miles or more. Impose a 50,000-mile limit, and £4,500 secures a 59-plate Ibiza 1.2 S. The cheapest Cupras cost £8,000.

About a third of Ibizas available are diesel, and prices start at £4,500 for 1.9 TDI editions that have covered 80,000 miles. Automatics account for less than one in 10 Ibizas. Prices start at £6,000 for a 25,000-mile 2009 1.6-litre car or a 2011 1.2 SE that's done 50,000 miles.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.2	3-5	48-52mpg	125-139g/km	£110-130
1.2 TSI 105	12-15	53-55mpg	119-124g/km	£30-110
1.4 TSI 140	22	44-60mpg	109g/km	£20
1.6	11-12	42-45mpg	149-157g/km	£145-180
1.2 TDI 75	7-9	72-80mpg	92-102g/km	Free-£20
1.4 TDI	9-11	65mpg	114g/km	£30
1.6 TDI	14	65mpg	112g/km	£30

ALL Ibizas have to be serviced every 10,000 miles or 12 months, with check-ups alternating between minor (£179) and major (£229), while every fourth service is a big one at £259. The costs are identical, whether petrol or diesel, and they apply to all Ibizas, regardless of age.

The brake fluid has to be replaced after three years, then every two (at £49), while all engines come with a cambelt that needs to be renewed every five years or 80,000 miles. Expect to pay £299 to replace the belt on a petrol-engined Ibiza, or £369 on a diesel.

The price of a major service includes a year's European breakdown cover, worth £245.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£51.68	£23.88
Brake discs (pair)	£96.12	£55.08
Door mirror glass (electric)	£48.40	N/A
Front wiper set	£45.58	£22.92

Prices for a 2012 1.2 TSI. Dealer figures supplied by SEAT UK. Independent prices from Euro Car Parts (www.eurocarparts.com)

Recalls

THE Ibiza Mk4 has been recalled twice. The first, in June 2012, affected cars built between 2010 and 2011. There was a problem with the latch mechanism, which could prevent the bonnet from being closed properly.

The most recent recall came in 2014, and it affected 1.2-litre diesel examples built between May 2010 and October 2014. These could suffer from cracks in the fuel filter, leading to diesel leaking on to the road.

Performance

0-60mph/top speed
11.9 secs/118mph



Running costs

53-55mpg (1.2 TSI)
£48 fill-up



CO₂/tax

119-124g/km
£30-110



OUR VIEW

THE Ibiza Mk4 appeared in 144th place in our Driver Power 2013 survey, but dropped out altogether last year. The last time it appeared in the top 100 was in 2012. Owners rated the handling and running costs, but not much else.

YOUR VIEW

SIENNA Collinson from Cannock, Staffs, owns a 2010 Ibiza 1.4. She says: "I love the way it looks. It's quiet on the motorway, and doesn't use a lot of petrol. It hasn't been totally reliable, but nothing major. I'd buy another."



Interior

SOME of the plastics are disappointing (things improved from the 2012 facelift), but the dash design is smart and seats are comfortable. Rear space is tight and the five-door Ibiza's boot accommodates 292 litres; three-door SC cuts this to 284 litres.

Contacts

Official
www.seat.co.uk

Forums
www.seatcupra.net
www.seat-ibiza-mk4.co.uk

Car hunter

£15,000 for a fast diesel hatch, but which one?

Dear Lawrence, I'm looking for a sporty hatch with practicality, comfort and performance, but it needs to have a diesel engine for big miles. What would you recommend for £15,000?

Matthew Billings, E-mail

Contact: Lawrence_Allan@dennis.co.uk



■ THE PRACTICAL CHOICE

Skoda Octavia vRS

FOR: Good value, cheap to run, huge boot

AGAINST: Bland cabin, road noise, steering

THE Octavia vRS is a fine choice for those wanting lots of space, decent pace and a low price. It's not the most overtly sporty car to look at, but the vRS additions give this Skoda a more menacing yet understated look.

Inside, it's similar to the standard Octavia, with a good, high-quality layout but a distinct lack of luxury or character. At least the saloon-like shape is practical, with plenty of room for five and a huge, 560-litre boot.

The Skoda drives well overall, with agile handling for such a big car and a decent ride, too. Road noise can be intrusive, though, plus the steering is quite numb. The 2.0 TDI is the same punchy and refined unit as in the VW Golf GTD, although it's not as efficient.

This second-generation Octavia came a healthy 28th in our Driver Power 2014 satisfaction survey, scoring well for build quality and reliability. Your money goes a long way, too – a 24,000-mile 2013 example with lots of extras is yours for £14,680.



■ THE POWERFUL CHOICE

Astra BiTurbo

FOR: In-gear pace, styling, ride comfort

AGAINST: Dull handling, awkward load bay

VAUXHALL'S Astra BiTurbo is often overlooked as it lacks the sporting badge and desirability of rivals, but it actually offers a lot for not much outlay.

Subtle exterior updates give it a sporty edge over the standard car, plus the cabin is familiar. However, kit is in short supply, unless you find a car with lots of options, and what there is can be fiddly to operate. Passenger space is reasonable, but the 351-litre boot is small and a tight opening makes loading awkward.

You'd think the Vauxhall is the fastest car here due to its 192bhp, but there's very little in it – only when overtaking on motorways is the in-gear thrust apparent. It's refined, though, and the ride is comfortable.

It's just a shame the BiTurbo handles so much like a standard Astra, as it feels remote and soft. Another letdown is owner satisfaction, as the Vauxhall finished 124th out of 150 in Driver Power 2014. Still, we tracked down a 16,000-mile 2013 car with sat-nav for £14,350.



■ THE ALL-ROUND CHOICE

VW Golf GTD

FOR: Classy interior, great to drive, efficient

AGAINST: Small boot, familiar styling

THE default choice for many after a fast diesel hatch, the Golf GTD is the GTI for long-distance drivers. At this price, you're looking at a previous-generation car, which is still classy – if not as sporty as the GTI – with plenty of space and excellent fit and finish. And while the rather meagre 350-litre boot is eclipsed by the Skoda's, the Golf's cabin feels a bit more special.

It's only when you drive the GTD that you fully see the attraction. Here's a car that offers almost the same level of driver appeal as the fully fledged GTI, but with over 50mpg real-world fuel economy and plenty of punchy torque from the 2.0 TDI engine. A great ride and handling balance and impressive refinement make it a near-perfect car for high-mileage driving.

Bear in mind that the standard Mk6 model came a lowly 89th in Driver Power 2014, and finished 136th for reliability, too. Nevertheless, we found a 2012 GTD manual with 32,000 miles on the clock for £15,350.

Coupés cutting emissions

SPORTS coupés are showing the largest decrease in CO₂ emissions of any car category at auction, according to figures from the pricing experts at Glass's.

The likes of the Peugeot RCZ have seen a 31 per cent improvement in emissions over the past four years, from an average of 245g/km to 168g/km.

MPVs and 4x4s benefited from the next biggest reduction over the period, with superminis improving the least, although they were already low.

Head of valuations at Glass's, Rupert Pontin, said: "It is pleasing to see some of the biggest and fastest vehicles at auction, previously the worst offenders for emissions, have seen the most improvements."



"Coupés showed a 31 per cent improvement in emissions"

Mazda 2

DEAL OF THE WEEK 0% finance on all-new car

FOLLOWING in the footsteps of the sharp-looking 3 and 6, Mazda has launched its all-new 2 supermini with some really tempting offers.

Anyone looking to buy on finance can take advantage of a zero per cent deal on the 1.5 90PS Sports Launch Edition, so you'll pay no interest on the £14,995 purchase price – although the deposit is high, at nearly half this amount.

Not only is it good to look at, the 2 is also great to drive, and comes loaded with tech. Visit www.mazda.co.uk for info, or go to www.carbuyer.co.uk for more great deals.





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Which of these compact city cars is a better used choice for a mix of urban and open roads?

Talk of the town

Stylish Fiat 500 stands out, but lacks refinement



Fiat 500
68.9mpg (official)
£37 fill-up



500 TwinAir Lounge

Years: 2010 to date **Engine:** 875cc 2cyl, 85bhp
Insurance group: 12 **Econ/CO₂:** 69mpg/95g/km
Why? Funky 500 is a style icon, and the TwinAir engine gives it great character and decent pace.

Prices from: **£5,250**

FIAT'S 500 may hark back to the original fifties model, but it has quickly become a style icon in its own right, and the cute city car's styling has been a hit with buyers.

Fiat added further appeal to the 500 when the two-cylinder TwinAir engine joined the range. The 875cc turbo is great fun, with lots of torque and an appealing soundtrack. It's just a shame that owners report poor real-world economy. And while the car is nimble, it's less refined and composed than the iQ.

The 500 is small by most standards, but bigger than the iQ, with space for two children in the back and a modest boot. Lounge spec also gets a lot more kit to play with. Fiat reliability is better nowadays, but there are still issues with electrical niggles and check brakes and clutches, as the 500 is a driving school favourite.



Retro cabin is stylish – opt for Lounge spec for lots of kit – and offers far more space than in iQ

1 Fiat 500
★★★★★

THE Fiat 500 comes out on top here, mainly because it can carry four people plus a couple of bags. Add in the characterful engine, stylish looks and nimble handling, and it's a better all-round city car package.



Tiny Toyota iQ is reliable, but isn't very practical



Toyota iQ
64.2mpg (official)
£33 fill-up



There's plenty of quality kit and dash is well laid out, but rear seats are tiny, even for kids

2 Toyota iQ
★★★★☆

IT may be the cheaper of the two cars here, but we can't look past the Toyota's tiny boot space and limited passenger room. Although it's great for driving around the city, its talents are restricted.

iQ2 1.0-litre

Years: 2008 to date **Engine:** 1.0-litre 3cyl, 67bhp
Insurance group: 4 **Econ/CO₂:** 64mpg/99g/km
Why? Clever little iQ is a master of interior packaging, a breeze to park and looks distinctive.

Prices from: **£3,295**

TOYOTA attempted to rewrite the rulebook with the dinky iQ in 2008. Back then it claimed to be the smallest four-seater in the world, at only three metres long.

The futuristic styling is matched with a simple, good-quality dash layout. Plus, '2' spec models get lots of big-car kit. But the iQ is best treated as a '3+1' seater – you'll be lucky to squeeze a small child behind the driver. The boot is also a near-useless 32 litres with the back seats in place.

At least the iQ's size makes it great fun to drive through town, with a London taxi-like turning circle. Revisions to the 2010 model also mean it rides and handles better, but the 1.0-litre non-turbo engine is strangled by long gearing and needs lots of revs.

Reliability is generally good, but some owners have complained of premature clutch wear and EGR valve failures.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (£130/E130)
BAND F: 141-150g/km CO₂ (£145/E145)
BAND G: 151-160g/km CO₂ (£160/E160)
BAND H: 161-170g/km CO₂ (£170/E170)
BAND I: 171-180g/km CO₂ (£180/E180)
BAND J: 181-190g/km CO₂ (£190/E190)
BAND K: 201-220g/km CO₂ (£205/E205)
BAND L: 221-250g/km CO₂ (£240/E240)
BAND M: Over 250g/km CO₂ (£290/E290)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcars.co.uk / Brochure: 0800 222 8400 / Dealers: 25
 Warranty: 3 years/60,000 miles

500 - 365x1527mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.4 Tjet 500	£	43.5	7.9	155	27	£14560
1.4 Tjet 595 Turismo	£	43.5	7.4	155	28	£17990
1.4 Tjet 595 Competizione	£	43.5	7.4	155	28	£18990
1.4 Tjet 695 Biposto	£	43.5	5.9	155	38	£23990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

MiTo - 406x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875cc TwinAir Progression	A	67.3	11.4	99	13	£13770
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

Giulietta - 435x1736mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 76

1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	F	46.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75 TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1500 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 398x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75 TCT 4C	G	41.4	4.5	157	N/A	£45000
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ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

D3 - 462x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

3.0 auto D3 Bi-Turbo 4dr: add £1200, auto: add £1200

B3 - 462x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£45950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£49950

3.0 auto B3 Bi-Turbo 4dr: add £1200, auto: add £1200

D5 - 491x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

3.0 auto D5 Bi-Turbo 4dr: add £1200, auto: add £1200

B5 - 490x1913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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4.4 V8 auto B5 Bi-Turbo 4dr: add £1200, auto: add £1200

B7 - 509x2190mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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4.4 V8 auto B7 Bi-Turbo 4dr: add £1200, auto: add £1200

XDR - 465x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XDR Bi-Turbo	H	42.8	4.9	174	50	£56450
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3.0 auto XDR Bi-Turbo: add £1200, auto: add £1200

D4 - 464x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	52.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£49950

3.0 auto D4 Bi-Turbo Coupe: add £1200, auto: add £1200

B4 - 464x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£59950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

3.0 auto B4 Bi-Turbo Coupe: add £1200, auto: add £1200

B6 - 489x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£82850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

4.4 V8 auto B6 Bi-Turbo Coupe: add £1200, auto: add £1200

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
 Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£64800

2.0 i-VTEC Atom 3.5 245: add £1200, auto: add £1200

Nomad - 321x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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2.4 i-VTEC Nomad: add £1200, auto: add £1200

ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01925 644644 / Dealers: 22
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150289
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6.0 V12 auto Rapide S: add £1200, auto: add £1200

Vantage - 4380x1855mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87234
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

4.7 V8 Vantage: add £1200, auto: add £1200

V8 Vantage - 4380x1855mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87234
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

4.7 V8 Vantage: add £1200, auto: add £1200

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto DB9	M	19.8	4.6	333	50	£135527
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6.0 V12 auto DB9: add £10000, auto: add £10000

V8 Vantage - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527
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6.0 V12 auto Coupe: add £10000, auto: add £10000

V8 Vantage - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527
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6.0 V12 auto Coupe: add £10000, auto: add £10000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/60,000 miles

A1 - 395x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 63

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.8 TDI (116) SE 3dr	A	60.7	9.4	92	N/A	£15390
1.8 TDI (116) Sport 3dr	A	60.7	9.4	92	N/A	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£18685
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£19480
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	N/A	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

1.0 TFSI (95) SE 3dr: add £1200 to SE Executive, Black Edition: add £2350 to S line (not ultra)

A3 - 423x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 16

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.8 TDI (116) SE 3dr	A	60.7	9.4	92	N/A	£15390
1.8 TDI (116) Sport 3dr	A	60.7	9.4	92	N/A	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£18685
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£19480
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	N/A	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

1.0 TFSI (95) SE 3dr: add £1200 to SE Executive, Black Edition: add £2350 to S line (not ultra)

A3 - 423x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 16

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.8 TDI (116) SE 3dr	A	60.7	9.4	92	N/A	£15390
1.8 TDI (116) Sport 3dr	A	60.7	9.4	92	N/A	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£18685
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£19480
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	N/A	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

1.0 TFSI (95) SE 3dr: add £1200 to SE Executive, Black Edition: add £2350 to S line (not ultra)

A3 - 423x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 16

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	Eco lead	MPG	0-62mph	CO ₂	Insurance group	List price
5.2 V10 PSI LMX quattro	M	21.9	3.4	299	50	£160,000
R8 Spyder: add £8650 to V8 and V10, auto: add £2900						
BENTLEY						
www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23						
Warranty: 3 years/unlimited miles						
Flying Spur - 5299x1924mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136,915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147,145
Mulsanne - 575x1926mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230,905
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253,345
Continental - 480x1916-1945mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.0 W12 auto GT	M	19.5	4.3	338	50	£148,945
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157,945
4.0 V8 auto GT	L	26.7	4.6	246	50	£139,915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139,915
4.0 V8 auto GT R	M	22.3	3.6	295	50	£238,945
Continental GTC: add £13,000 to V8, £22,225 to V8 S, £15,300 to Speed, £13,800 to W12						
BMW						
www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153						
Warranty: 3 years/unlimited miles						
i3 - 3999x1775mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
eDrive auto i3	A	N/A	7.2	0	21	£30,680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£38,930
1 Series - 4324x1765mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 8						
1.6 114i ES 3dr	E	49.6	11.2	132	12	£17,775
1.6 114d ES 3dr	C	65.7	12.2	112	15	£19,410
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18,345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19,895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21,940
1.6 114d SE 3dr	C	65.7	12.2	112	15	£19,980
1.6 116d EfficientDynamics 3dr	C	74.3	10.5	99	15	£20,830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20,830
2.0 118d SE 3dr	C	62.8	8.9	118	19	£21,975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23,425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19,470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21,020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22,940
2.0 116d Sport 3dr	C	62.8	10.3	117	16	£21,830
2.0 118d Sport 3dr	C	62.8	8.9	118	20	£22,975
2.0 120d Sport 3dr	C	62.8	7.2	119	24	£24,425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18	£22,465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22	£24,385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30	£26,025
3.0 M135i 3dr	J	35.3	5.1	188	39	£30,845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16	£23,275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20	£24,420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24	£25,870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31	£27,765
Auto: add £1550 to 116i and 118i, £1425 to 118i, £1515 to 125i, £1495 to M135i, 5dr: add £330, Urban: same price as Sport						
3 Series - 4624x1811mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 12						
2.0 316d ES	C	62.8	10.9	119	20	£26,275
2.0 316d SE	C	62.8	10.9	119	20	£27,125
2.0 318d SE	C	62.8	9.1	119	25	£28,375
2.0 318d Luxury	C	62.8	9.1	119	25	£29,875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29,475
2.0 320d SE	C	61.4	7.5	120	32	£29,475
2.0 320d Luxury	C	61.4	7.5	120	32	£31,975
2.0 325d SE	D	57.6	6.8	129	35	£31,275
2.0 325d Luxury	D	57.6	6.8	129	41	£33,775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34,675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37,175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41,720
1.6 316i ES	E	47.9	8.9	137	23	£24,255
1.6 216i SE	E	47.9	8.9	137	23	£25,105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26,425
2.0 320i SE	F	46.8	7.3	147	31	£27,720
2.0 320i Luxury	F	46.8	7.3	147	31	£29,720
2.0 328i SE	F	44.1	5.9	149	36	£30,470
2.0 328i Luxury	F	44.1	5.9	149	36	£32,970
3.0 335i Luxury	F	35.8	5.5	186	38	£39,460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42,145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44,645
3.0 V18 M3	K	32.1	4.3	204	45	£56,990
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury						
5 Series - 4967-4988x1860-1901mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 4						
2.0 520i SE	F	44.1	7.9	149	36	£33,130
2.0 520i M Sport	F	44.1	7.9	149	37	£35,985
2.0 528i SE	G	42.8	6.2	154	40	£36,695
2.0 528i M Sport	G	42.8	6.2	154	41	£39,530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44,685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£47,440
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57,610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57,910
2.0 518d SE	C	62.8	9.7	119	30	£30,685
2.0 518d M Sport	C	62.8	9.7	119	31	£33,665
2.0 520d SE	C	62.8	8.1	119	33	£33,265
2.0 520d M Sport	C	62.8	8.1	119	34	£35,165
2.0 525d SE	D	57.6	7.0	129	33	£36,980
2.0 525d M Sport	D	57.6	7.0	129	40	£39,910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41,455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44,255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44,270
3.0 auto 535d M Sport	E	33.3	5.3	138	45	£48,920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47,790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48,825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50,625
4.4 V8 V18 DCT M5	L	28.5	4.3	232	48	£74,835
4.4 V8 V18 DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91,890
Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed						

	Eco lead	MPG	0-62mph	CO ₂	Insurance group	List price
6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	36.7	5.4	181	47	£62,375
3.0 auto 640d SE	F	51.4	5.4	148	48	£64,875
3.0 auto 650i M Sport	K	32.8	4.6	206	50	£78,150
4.4 V8 DCT M6	L	28.5	4.2	232	50	£98,145
M Sport: add £4665 to SE						
7 Series - 5072-5212x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 740i SE	I	35.8	5.7	184	48	£61,675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66,200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58,275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65,465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71,515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50	£120,015
Long wheelbase: add £3000 to petrol, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i						
2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5T 218i SE	C	57.8	9.2	115	13	£22,475
2.0T 220i Sport	F	47.9	7.5	137	20	£25,775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31,175
1.5 216d SE	A	74.3	10.6	99	11	£23,410
2.0 218d SE	B	68.9	8.9	109	15	£24,555
1.5T 220d Sport	C	64.2	7.6	115	21	£27,255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3500 to 220d, 2 Series Gran Tourer: add £1700 to selected models						
X1 - 4454x1798mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 100						
2.0 xDrive20i SE	I	37.7	7.8	176	28	£27,280
2.0 xDrive18d SE	D	57.8	11.5	128	18	£24,230
2.0 xDrive18d SE	D	57.8	9.6	128	22	£25,330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£25,760
2.0 xDrive20d SE	C	57.8	7.8	129	24	£26,760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26,830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28,260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£28,540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£35,940
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE						
X3 - 4557x1881mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 12						
2.0 xDrive18d SE	D	60.1	9.5	124	26	£31,295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£33,295
3.0 auto xDrive30d SE	E	49.6	5.9	159	39	£40,060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46,690
Auto: add £1550, xLine: add £1500, M Sport: add £3000						
X4 - 4557x1881mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 xDrive20d SE	E	54.3	8.1	136	31	£36,880
3.0 auto xDrive30d xLine	E	49.6	5.9	159	31	£40,250
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50,290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000						
X5 - 4886x1938mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60,990
2.0 auto xDrive25d SE	F	50.2	8.8	149	42	£42,250
2.0 auto xDrive25d SE	F	48.7	8.2	154	42	£42,250
3.0 auto xDrive30d SE	E	45.6	6.9	162	44	£48,250
3.0 auto xDrive40d SE	E	45.6	5.9	164	47	£50,910
3.0 auto M50d xLine	I	42.2	5.3	177	49	£64,020
4.4 V8T auto X5 M	M	25.4	4.2	258	50	£90,170
M Sport: add £4700 to 30d SE or £4125 50i SE						
X6 - 4909x1989mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 auto M50d xDrive	M	42.8	5.2	174	50	£66,620
3.0 auto xDrive40d SE	E	47.1	6.7	157	45	£51,150
3.0 auto xDrive40d SE	E	45.6	5.8	165	46	£53,810
4.4 auto xDrive50i SE	M	29.1	4.8	225	49	£63,065
4.4 V8T auto X6 M	M	25.4	4.2	258	50	£99,070
M Sport: add £4120 to 50i SE or £4700 30d SE						
2 Series - 4432x1774mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 220i Sport	F	46.3	7.0	142	25	£28,195
2.0 220i M Sport	F	44.8	7.0	148	26	£27,545
2.0 228i M Sport	G	42.8	5.8	154	30	£28,410
3.0 M235i	J	34.9	5.0	189	39	£44,535
2.0 218d SE	C	65.7	8.9	114	24	£26,415
2.0 218d M Sport	C	62.8	8.9	119	24	£26,765
2.0 220d Sport	C	62.8	7.2	119	24	£27,015
2.0 220d M Sport	D	58.9	7.2	125	25	£28,965
2.0 auto 225d M Sport	D	60.1	6.3	134	33	£30,870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)						
4 Series - 4638x1825mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 420i SE	F	46.3	7.3	144	30	£30,125
2.0 420i Luxury	F	46.3	7.3	144	30	£32,625
2.0 428i SE	G	42.8	5.9	154	33	£33,520
2.0 428i Luxury	G	42.8	5.9	154	34	£36,020
3.0 435i Luxury	I	35.8	5.4	185	36	£41,725
3.0 435i M Sport	I	35.8	5.4	185	36	£42,265
2.0 420d SE	F	60.1	7.5	124	29	£32,495
2.0 420d Luxury	F	60.1	7.5	124	30	£34,995
2.0 425d SE	E	56.5	6.7	131	34	£35,430
2.0 425d Luxury	E	56.5	6.7	131	34	£37,930
3.0 auto 430d Luxury	D	57.8	5.5	129	40	£40,515
3.0 auto 430d M Sport	D	57.8	5.5	129	40	£40,945
3.0 auto 435d xDrive Luxury	F	52.3	4.7	143	41	£45,245
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£45,745
3.0T M4	K	32.1	4.3	204	42	£57,050
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420d, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury						

	Eco	band	MPG	0-60mph	CO ₂	Insurance group	List price
24-4239x1790mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
2.0 Drive18i	G	41.5	7.9	159	38	E27740	
2.0 Drive20i	G	41.5	6.9	159	38	E29840	
2.0 Drive28i M Sport	G	41.5	5.7	159	40	E37300	
3.0 Drive35i M Sport	K	31.4	5.2	219	41	E43900	
3.0 dCi Drive35i	K	31.4	4.8	210	43	E49950	
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models							
6 Series - 4894x1894mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.0 auto 640i SE	I	36.7	5.4	179	47	E60630	
3.0 auto 640i SE	I	36.7	5.4	179	47	E60630	
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	E73470	
4.4 V8 DCT M6	L	28.5	4.2	232	50	E94625	
6 Series Convertible: add £6130, M Sport: add £4500-£4685							

16-4689x1942mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.5 TT/Drive auto 18	A	113.0	4.4	59	50	E99895	

CATERHAM							
uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2							
Warranty: 1 year							

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
660cc T160	C	57.6	6.5	114	N/A	E17995	
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	E22995	
1.6 Roadsport 140	N/A	5.9	N/A	N/A	N/A	E24995	
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	E28495	
1.6 Super	N/A	4.9	N/A	N/A	N/A	E24995	
2.0 Super	N/A	4.8	N/A	N/A	N/A	E27995	
2.0 Superlight R400	N/A	3.8	N/A	N/A	N/A	E35995	
2.3 Concorth CSR	N/A	3.1	N/A	N/A	N/A	E44995	
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	E49995	

CHEVROLET							
www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A							
Warranty: 3 years/100,000 miles							
Camaro - 4837x1917mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
6.2 V8 Coupe	M	20.0	5.2	329	48	E35345	
Auto: add £1500, Convertible: add £5000							
Corvette - 4453x1877mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
6.2 V8 Stingray Coupe	M	23.1	3.8	279	50	E65510	
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	E70070	

CHRYSLER							
www.chrysler.co.uk / Brochure: 0800 1692 1692 / Dealers: 74							
Warranty: 3 years/50,000 miles							
Ypsilon - 3842x1676mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
0.9 TwinAir SE	A	67.0	11.9	99	7	E13250	
0.9 TwinAir Gold	A	67.0	11.9	99	10	E12395	
1.2 SE	C	58.0	14.5	115	3	E10750	
1.2 SE	C	58.0	14.5	115	4	E12050	
1.2 Super	C	54.3	14.5	120	6	E0995	
1.2 Gold	C	54.3	14.5	120	6	E11195	
1.3 Multijet SE	A	74.0	11.4	99	11	E14250	
1.3 Multijet Gold	A	74.0	11.4	99	11	E13395	
Auto: add £1200 to TwinAir models, S-Series: add £745 to SE, Platinum: add £1500 to Gold							

300C - 5044x1905mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	E30020	

Grand Voyager - 5143x1954mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
2.8 CRD auto SE	K	35.8	12.8	222	32	E28310	
2.8 CRD auto SR	K	35.8	12.8	222	32	E30310	
2.8 CRD auto Limited	K	35.8	12.8	222	34	E36310	

CITROEN							
www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196							
Warranty: 3 years/50,000 miles							
C-Zero - 3475x1475mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
64kph auto C-Zero	A	N/A	15.9	0	28	E21216	

C1 - 3466x1884mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.0 VTI (85) Touch 3dr	A	68.9	14.3	95	6	E8345	
1.0 VTI (85) Feel 3dr	A	68.9	14.3	95	6	E9595	
1.0 VTI (85) Fair 3dr	A	68.9	14.3	95	7	E10285	
1.0 VTI (85) S&S Fair 3dr	A	74.3	14.3	99	7	E10595	
1.0 VTI (85) Fair 3dr	A	65.7	11.0	99	7	E10635	
1.0 VTI (85) ETC Fair 3dr	A	67.3	14.6	97	7	E11185	
Sdr: add £400 to Feel/Fair 3dr; Alpaca: add £160 to select models							

C1 - 3941x1728mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.0 PureTech (85) VT	A	65.7	14.2	99	8	E11075	
1.0 HDI (70) VT	A	74.3	13.7	99	10	E32230	
1.0 PureTech (85) VTR+	A	64.2	14.2	102	9	E12495	
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	E13515	
1.4 PureTech (82) ETC auto VTR+	A	51.4	13.2	99	12	E14135	
1.4 HDI (70) VTR+	A	74.3	13.7	99	10	E14590	
1.4 e-HDI (70) ETC auto VTR+	A	83.1	16.2	87	10	E15210	
1.6 e-HDI (90) VTR+	A	76.3	12.5	95	18	E15290	
1.2 PureTech (82) Selection	A	62.8	14.2	107	12	E13865	
1.6 e-HDI (90) Selection	A	76.3	12.5	95	18	E15740	
1.6 VTI (120) auto Exclusive	F	42.8	10.9	158	19	E16250	
1.2 PureTech (110) S&S Exclusive	A	60.1	10.6	107	18	E16640	
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	E16790	

1.6 e-HDI (90) Exclusive							
ETG6 auto: add £820 to e-HDI (90) Exclusive							
DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A							
DRIVER POWER POS: 37							
1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	E12865	
1.2 PureTech (110) D5ign	B	60.1	N/A	107	19	E16330	
1.2 VTI (120) auto D5ign	F	43.5	10.9	150	16	E16830	
1.6 e-HDI (90) D5ign	A	76.3	12.5	95	18	E16830	
1.6 THP (165) D5ign Techno	D	50.4	N/A	129	26	E17500	
1.6 THP (165) D5ign Sport	D	50.4	N/A	129	26	E19000	
1.6 BlueHDi (120) D5ign	A	78.5	10.4	94	24	E19320	
1.6 THP (165) Ultra Prestige	D	50.4	N/A	129	27	E22900	
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	E23220	
Cabrio: add £2460 (selected models); DSire: £900 less than D5ign							

CA - 4329x1789mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	E14645	
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	E16745	
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	N/A	E17545	
1.2 PureTech (110) S&S Feel	B	58.9	10.8	110	19	E18190	
1.6 BlueHDi (120) Fair	A	78.5	10.6	95	25	E19145	
2.0 BlueHDi (150) Fair	A	74.3	8.8	98	29	E20045	

CA Cactus - 4157x1725mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	E12990	
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	E13490	
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	E15490	
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	E14690	
1.2 PureTech (82) S&S ETC Feel	A	65.7	15.0	98	7	E15390	
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	E15890	
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	E16690	
1.6 e-HDI (92) ETC6 Feel	A	80.7	11.4	92	16	E16890	
Fair: add £1400 to Feel							

DS 4 - 4275x1810mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.6 e-HDI (115) D5ign	C	60.1	12.4	113	18	E19425	
1.6 e-HDI (115) D5ign	C	64.0	12.4	113	18	E19725	
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	E17855	
1.6 THP (200) D5ign	F	44.0	8.5	149	31	E23405	
1.6 THP (200) D5ign	F	44.0	8.5	149	31	E23405	
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	E17855	
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	E19905	
2.0 HDI (160) D5ign	E	55.0	9.3	134	25	E23700	
2.0 HDI (160) D5ign	E	55.0	9.3	134	25	E23700	
Auto: add £1600 to HDI (160), add £500 to e-HDI (115)							

DS - 4779x1860mm, EURO-NCAP N/A							
DRIVER POWER POS: 39							
1.6 HDI (115) VTR Techno Pack	D	56.5	11.6	125	20	E21670	
2.0 HDI (160) VTR+ Techno Pack	D	57.6	9.1	129	25	E24070	



DRIVER POWER POS: 42

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.7 CRDi (115) BD Active	C	66.0	12.9	113	12	£19105
1.7 CRDi (136) BD Active	C	63.0	10.6	119	16	£19905
1.7 CRDi (115) BD Style	C	66.0	12.9	113	12	£21205
1.7 CRDi (136) BD Style	C	63.0	10.6	119	16	£22005
1.7 CRDi (115) BD Premium	C	66.0	12.9	113	12	£24405
1.7 CRDi (136) BD Premium	C	63.0	10.6	119	16	£25205
Auto: add £1765 to 1.7 CRDi (136) (not Active), 140 Tourer: add £1250 to 1.7 CRDi (115), £1350 to 1.7 CRDi (136) BlueDrive, £1400 to 1.7 CRDi						

ix20 - 4100x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 67

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	8	£14215
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13885
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	C	64.0	12.2	154	10	£15010
1.6 auto Style	C	64.0	12.2	154	10	£15960

ix25 - 4410x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 59

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDi 4WD SE	F	48.6	11.3	145	21	£23000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDi 4WD Premium	F	48.6	11.3	145	21	£25750
Auto: add £1465 to 2.0 CRDi, ISG: add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium						

Santa Fe - 4630x1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30200
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£37720
Auto: add £1705 to 4WD models, Seven seats: add £1200						

Genesis - 4990x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995

INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790x1880mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40025
3.5 V6 auto Q50 Hybrid AWD	F	41.5	5.4	159	42	£41630
Auto: add £1550 to 2.2d, Executive: add £1520 to SE, Premium Executive: add £3120 to Premium						

Q60 - 4655x1770x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.5 V6 auto Q70 Premium Hybrid	F	45.6	N/A	145	N/A	£42500
2.2d auto Q70 Premium	F	57.6	N/A	129	N/A	£32650
2.2d auto Q70 Sport	F	57.6	N/A	129	N/A	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	45	£44100
Tech spec: add £4100 to Premium, £2350 to Sport						

QX50 - 4635x1845x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449
Premium spec: add £3598 to GT models						

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025
Premium spec: add £4450 to GT and S models						

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£36275

2.0d (180) R-Sport

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0d (180) Portfolio	B	67.3	7.4	109	N/A	£33675
2.0d (200) auto SE	I	37.7	7.1	179	N/A	£25995
2.0d (200) auto R-Sport	I	37.7	7.1	179	N/A	£25945
2.0d (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
2.0d (240) auto Portfolio	I	37.7	6.5	179	N/A	£33745
3.0d S/C (240) auto S	J	34.9	4.9	194	N/A	£44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE						

XF - 4961x1877mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 15

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.2d (163) auto SE	F	52.0	9.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	9.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	9.8	149	33	£32945
2.2d (200) auto Sport	F	52.0	8.5	149	40	£39945
2.2d (200) auto Portfolio	F	52.0	8.5	149	41	£42195
3.0d V6 auto Luxury	H	45.0	7.1	169	43	£38660
3.0d V6 auto Portfolio	H	45.0	7.1	169	44	£45115
3.0d V6 auto S Luxury	H	45.0	6.4	169	45	£46615
3.0d V6 auto S Portfolio	H	45.0	6.4	169	46	£49515
5.0 V8 S/C auto XFR	M	24.4	4.7	270	49	£55440
5.0 V8 S/C auto XFR-S	M	24.4	4.4	270	50	£79995
Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury						

XJ - 5122x2474x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0d V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0d V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0d V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£85995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395
Long wheelbase: add £3110 (not XJR)						

F-Type - 4470x1922mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 V6 S/C (240) Coupe	L	28.8	5.5	234	50	£31250
3.0 V6 S/C (240) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (300) auto R Coupe	L	24.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models						

XX - 4794x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£49475
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKOR-S	M	23.0	4.4	292	50	£97480
XX Convertible: add £6000						

JEEP

www.jeep.co.uk / Brochure: 08000 0465337 / Dealers: 79
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 eTorq (110) Sport	F	47.1	11.8	141	N/A	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	N/A	£18595
1.6 Multijet (120) Sport	F	61.4	10.2	120	N/A	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	N/A	£19795
1.6 Multijet (120) Longitude	F	61.4	10.2	120	N/A	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	N/A	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	N/A	£25995
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	N/A	£27995
Auto: add £1400 to 1.6 MultiAir, Limited: add £2600 to Longitude						

Wrangler - 4223x4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30880
3.0 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32880
Wrangler Special Order programme: prices from £29025-£39445						

Compass - 4448x1812mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	10.2	178	22	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, EURO-NCAP N/A

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✓ Trusted reviews ✓ Owner opinion ✓ Expert advice

	Eco lead	MPG	0-62mph	CO ₂	Insurance group	List price
1.8 Elise S	I	37.5	4.2	175	43	£36,965
Club Racer: £600 less						

Exige S - 405x1802mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.5 V6 VVT4 S/C Coupe **L** 28.0 4.0 236 46 **£54,235**
Auto: add £2,000, Exige S Roadster: same price as Coupe

Evora - 434x1860x1848-1972mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.5 V6 VVT4 Evora **K** 30.3 4.8 217 46 **£52,660**
3.5 V6 VVT4 S/C Evora S **L** 28.7 4.6 229 50 **£61,885**
Evora 2+2: add £1,900 to Evora, add £1,675 to Evora S, auto: add £1,800

McLaren

www.mclarenautomotive.com / Dealers: 3
Warranty: 3 years

650S - 451x2093mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.8 V8TT 55G 650S **M** 24.2 3.0 275 50 **£195,275**
3.8 V8TT 55G 650S Spider **M** 24.2 3.0 275 50 **£215,275**

P1 - 458x1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.8 V8TT DCT Hybrid P1 **J** 34.0 2.8 194 50 **£86,600**

Maserati

www.maserati.com / Brochure: 0800 064 668 / Dealers: 17
Warranty: 3 years/unlimited miles

GranTurismo - 4971x1948mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

3.0 V8TT auto **K** 29.4 5.6 223 N/A **£52,615**
3.0 V8TT auto S **L** 27.2 5.0 242 N/A **£63,760**
3.0 V8TT auto Diesel **G** 47.9 6.3 158 N/A **£49,160**

Quattroporte - 525x1948mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 V6 auto Diesel **G** 45.6 6.4 163 50 **£69,235**
3.0 V8TT auto S **L** 27.2 5.1 242 50 **£80,115**
3.8 V8 auto GT5 **M** 23.9 4.7 274 50 **£108,185**

GranTurismo - 4881x1833x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.2 V8 auto **M** 19.8 5.2 330 50 **£82,280**
4.7 V8 auto MC Stradale **M** 18.2 4.5 360 50 **£101,135**
4.7 V8 Sport **M** 18.2 4.7 360 50 **£94,140**

GranCabrio - 4881x1833x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 auto **M** 19.5 5.3 337 50 **£98,340**
4.7 V8 auto MC **M** 19.5 4.9 337 50 **£111,770**
4.7 V8 auto Sport **M** 19.5 5.0 337 50 **£103,935**

Mazda

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60,000 miles

2 (NEW) - 4060x1655mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

1.5 (75) SE **B** 60.1 12.1 110 N/A **£11,995**
1.5 (75) SE-L **B** 60.1 12.1 110 N/A **£12,995**
1.5 (90) SE-L **B** 62.8 9.4 105 N/A **£13,995**
1.5 (90) Sport **B** 62.8 9.4 105 N/A **£14,995**
1.5 (115) Sport Nav **C** 56.5 8.7 117 N/A **£15,995**
1.5D (105) SE-L **A** 83.1 10.1 89 N/A **£15,995**
1.5D (105) Sport **A** 83.1 10.1 89 N/A **£16,995**
Auto: add £1,200 to 1.5 (90)

3 - 4465x1795mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: 24

1.5 (100) SE Sdr **C** 55.4 10.8 119 13 **£16,995**
2.0 (120) SE Sdr **C** 55.4 8.9 119 17 **£17,295**
2.0 (120) Sport Nav Sdr **C** 55.4 8.9 119 18 **£20,195**
2.0 (165) Sport Nav Sdr **E** 48.7 8.2 135 22 **£21,920**
2.2D (150) SE Sdr **D** 72.4 8.1 107 23 **£19,645**
2.2D (150) Sport Nav Sdr **D** 72.4 8.1 107 24 **£22,545**
Auto: add £1,200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1,500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

2.0 (145) SE **D** 51.4 9.5 129 18 **£19,995**
2.0 (165) Sport **E** 47.9 9.1 135 19 **£23,495**
2.2D (150) SE **B** 68.9 9.0 108 21 **£22,095**
2.2D (150) Sport **B** 68.9 9.0 108 21 **£23,295**
2.2D (175) Sport **C** 62.8 7.8 119 23 **£26,295**
Auto: add £1,300 to 2.0 (145) (not SE), £1,200 to 2.2D (not SE), Tourer: add £800-£1,000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6D Sport Venture **E** 54.3 13.7 138 16 **£21,895**
2.0 Sport Venture **G** 40.9 11.0 159 15 **£20,495**

MX-5 - 4540x1840mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: 13

2.0 (165) SE-L **E** 47.1 9.2 139 17 **£21,995**
2.0 (165) Sport **E** 47.1 9.2 139 18 **£23,995**
2.2D (150) SE-L **C** 61.4 9.2 119 20 **£23,295**
2.2D (150) SE-L Lux **C** 61.4 9.2 119 20 **£24,695**
2.2D (150) Sport **E** 47.1 9.2 139 17 **£23,995**
2.2D (175) Sport 4WD **E** 54.3 8.8 136 23 **£27,695**
Auto: add £1,300 to SE-L, £1,200 to 2.2D (175) Sport, 4WD: add £1,700 to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, EURO-NCAP N/A
DRIVER POWER POS: 36

1.8i SE Air Con **H** 40.0 9.9 167 22 **£18,495**

	Eco lead	MPG	0-62mph	CO ₂	Insurance group	List price
2.0 Roadster Coupe Sport Tech	I	36.0	7.6	181	26	£23,095
2.0i auto Roadster Coupe P411	J	35.3	8.9	188	26	£23,895
2.0i Roadster Coupe 25th Anniv	I	36.0	7.9	181	26	£22,995

Roadster Coupe: add £1,500, Sport Venture: add £500 to 1.8 SE, £1,000 to 1.8 SE RC, take £400 off 2.0 Sport Tech RC

Mercedes

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 429x1780mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

1.6 A 180 SE **D** 51.4 9.2 128 18 **£20,715**
1.6 A 180 Sport **D** 51.4 9.2 133 18 **£21,840**
1.6 A 200 Sport **D** 49.6 8.4 134 23 **£23,965**
1.9 auto A 250 AMG Sport **E** 45.6 6.6 145 33 **£23,640**
1.9 auto A 250 Enginered AMG **F** 44.1 6.6 146 34 **£25,360**
1.5 A 180 CDI ECO SE **A** 78.5 11.3 92 15 **£21,965**
1.5 A 180 CDI ECO Sport **A** 78.5 11.3 92 16 **£22,785**
1.8 A 200 CDI Sport **C** 62.8 9.3 118 20 **£23,860**
2.1 auto A 220 CDI AMG Sport **C** 64.2 8.2 115 20 **£27,760**
2.0T auto A 45 AMG **G** 40.9 4.6 161 43 **£38,195**
Auto: add £1,450, AMG Sport: add £1,250 to A200 and A180 CDI Sport, 4MATIC: add £1,550 to A250

B-Class - 439x1786mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

1.6 B 180 SE **D** 50.4 9.3 129 19 **£21,500**
1.6 B 200 SE **D** 50.4 8.6 130 22 **£22,575**
2.1 auto B 220 CDI 4MATIC Sport **D** 56.5 8.3 130 19 **£28,625**
1.5 B 180 CDI ECO SE **A** 78.5 11.6 94 15 **£22,575**
1.5 B 180 CDI SE **A** 68.9 11.6 108 15 **£22,575**
2.1 B 200 CDI SE **C** 65.7 9.9 111 19 **£23,550**
2.1 auto B 220 CDI Sport **D** 67.3 8.3 109 20 **£27,125**
Auto: add £1,450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2,020 to SE petrol, £1,800 to B 180 CDI and B 200 CDI SE, add £1,295 to B 220 CDI Sport, £1,425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport **C** 64.2 9.4 117 25 **£28,825**
2.1 auto CLA 220 CDI Sport **C** 62.8 8.2 117 28 **£29,775**
1.8 CLA 180 Sport **D** 50.4 9.3 130 24 **£24,775**
2.0 auto CLA 250 4MATIC AMG Sp **G** 42.8 6.6 154 35 **£34,440**
2.0T auto CLA 45 AMG **G** 39.8 4.6 161 45 **£42,270**
Auto: add £1,450, AMG Sport: add £2,200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

2.0 C 200 AMG Line **D** 51.4 7.5 128 31 **£30,760**
2.0 auto C 200 AMG Line **D** 51.4 7.3 127 32 **£32,260**
2.0 C 200 BlueTEC AMG Line **B** 72.4 9.7 106 26 **£32,745**
2.0 C 200 BlueTEC SE **B** 72.4 9.7 106 26 **£28,985**
2.0 C 200 SE **D** 53.3 7.5 123 29 **£27,270**
2.1 C 220 BlueTEC AMG Line **B** 68.9 7.7 106 31 **£33,270**
2.1 C 220 BlueTEC SE **B** 70.5 7.7 109 29 **£28,780**
2.1 auto C 220 BlueTEC AMG Line **C** 64.2 7.4 113 31 **£34,770**
2.1 auto C 250 BlueTEC AMG Line **C** 64.2 6.6 113 37 **£35,925**
2.1 auto C 250 BlueTEC SE **B** 65.7 6.6 109 35 **£32,435**
2.1 auto C 300 BlueTEC Hybrid AMG L **A** 78.5 6.4 99 37 **£38,535**
2.1 auto C 300 BlueTEC Hybrid SE **A** 78.5 6.4 94 36 **£35,045**
4.0T auto AMG C 63 **J** 34.5 4.1 192 47 **£59,795**
4.0T auto AMG C 63 S **J** 34.5 4.0 192 48 **£66,545**
Auto: add £1,500, SE Executive: add £995 to SE (not C200 BlueTEC), Sport: add £1,995 to SE, Estate: add £1,200

E-Class - 4879x1854mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: 27

2.0 auto E 200 AMG Line **F** 46.3 7.9 142 40 **£36,850**
2.0 auto E 200 SE **F** 47.9 7.9 138 43 **£34,940**
2.1 auto E 220 BlueTEC AMG Line **B** 57.7 8.3 128 39 **£36,765**
2.1 auto E 220 BlueTEC SE **B** 64.2 8.3 116 38 **£34,270**
2.0 auto E 250 AMG Line **F** 46.3 7.4 142 41 **£37,980**
2.0 auto E 250 SE **F** 47.9 7.4 138 41 **£35,470**
2.1 auto E 250 CDI AMG Line **E** 55.4 7.5 134 43 **£39,445**
2.1 auto E 250 CDI SE **E** 57.7 7.5 129 41 **£38,820**
2.1 auto E 300 BTEC Hybrid AMG L **B** 67.3 7.1 110 45 **£42,375**
2.1 auto E 300 BlueTEC Hybrid SE **B** 68.9 7.1 109 44 **£39,880**
3.0 auto E 350 BlueTEC AMG Line **E** 53.3 6.4 139 46 **£41,210**
3.5 V8T MCT E 63 AMG **L** 28.8 4.2 230 47 **£74,115**
3.5 V8T MCT E 63 AMG S **L** 28.5 4.1 232 49 **£84,110**
Auto: add £1,520 to E220 CDI, Estate: add £1,790-£1,915, Premium: add £2,695 to SE/AMG Line, Premium Plus: add £1,200 to Premium

CLS-Class - 4940x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.2 auto CLS 220 BTEC AMG Line **D** 56.5 8.5 129 43 **£46,500**
3.0 auto CLS 350 BTEC AMG Line **F** 52.3 6.5 142 48 **£49,950**
3.5 auto CLS 400 AMG Line **H** 38.7 5.3 170 47 **£58,950**
3.5 V8T auto CLS 63 AMG S **L** 28.5 4.1 231 50 **£86,500**
Premium: add £2,395 to BlueTEC, Premium Plus: add £1,200 to Premium, Shooting Brake: add £1,580 to CLS 220, £1,450 to CLS 350, £500 to CLS 63 AMG S

S-Class - 5116x2460x1899mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto S 300 BlueTEC Hybrid L AMG L **C** 61.4 7.6 120 50 **£72,260**
3.0 auto S 350 BlueTEC SE Line L **F** 51.4 6.8 146 49 **£66,910**
3.0 auto S 350 BlueTEC AMG Line **E** 51.4 6.8 151 50 **£67,940**
3.5 auto S 400 Hybrid SE Line L **F** 44.8 6.8 147 49 **£70,900**
3.5 auto S 400 Hybrid AMG Line L **G** 44.8 6.8 153 49 **£74,930**
3.0 auto S 500 Plug-in AMG Line L **A** 100.9 5.2 65 49 **£87,965**
4.6 V8 auto S 500 AMG Line L **K** 31.7 4.8 207 50 **£88,995**
6.0 V12 auto S 600 AMG Line L **M** 25.5 4.6 259 50 **£140,615**
5.5 V8T auto S 63 AMG L **L** 28.0 4.4 237 50 **£119,835**
6.0 V12T auto S 65 AMG L **M** 23.7 4.3 279 50 **£179,985**
Long wheelbase: add £3,000 to S350 BlueTEC AMG Line

GTan - 4321x1829mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

1.5 108 CDI Traveller Long **C** 65.7 N/A 119 7 **£19,723**
1.5 109 CDI Traveller Long **C** 65.7 N/A 119 9 **£20,059**
1.5 111 CDI Traveller Long **N/A** N/A N/A 14 **£21,877**
1.2 112 Traveller **N/A** N/A N/A 12 **£19,581**
Extra-Long 7-seat: add £2,088 to 109 CDI, £1,788 to 111 CDI

GLA-Class - 4417x1804mm, EURO-NCAP **★★★★★**
DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport **C** 62.8 10.0 119 25 **£26,265**



Eco band
MPG
0-60mph
CO₂
Insurance group
List price

2.1 auto GLA 220 CDI 4MATIC Sport	E	55.4	8.3	132	28	£30775
2.0T auto GLA 250 4MATIC Sport	G	42.7	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.2	4.8	175	44	£64595
Auto: add £1450 to GLA 200 CDI, 4MATIC; add £1630 to GLA 200 CDI auto, AMG Line; add £1000						

M-Class - 480x1926mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V12T auto ML 63 AMG	M	23.9	4.8	276	50	£86995
AMG Line: add £2660 to SE Executive						

GL-Class - 514x1982mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V12T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

G-Class - 476x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V12T auto G 63 AMG	M	20.5	5.4	322	50	£129655

C-Class Coupe - 459x1778mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	58.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	B	58.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						

E-Class Coupe - 469x1786mm, EURO-NCAP N/A DRIVER POWER POS: 27

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	E	37.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						

S-Class Coupe - 469x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	48.6	4.6	219	N/A	£96190
5.5 V12T auto S 63 AMG	L	47.1	4.2	237	50	£123595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 413x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	149	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	38.6	4.6	195	50	£55345
Auto: add £1520 to SLK 200, add £1410 to SLK 250						

SL-Class - 461x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V12T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 454x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.0 V12T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V12T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/unlimited miles

MG3 - 401x1723mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 465x1827mm, EURO-NCAP N/A DRIVER POWER POS: 6

1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195
Magneotive 4dr: add £1000 (TSE only)						

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2T One D	A	83.1	11.6	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	48.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, Sdr: add £600 to Cooper and above						

Convertible - 372x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
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Eco band
MPG
0-60mph
CO₂
Insurance group
List price

1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1780mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18880
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	C	61.4	9.2	122	20	£20370
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£24440
Auto: add £1195 to Cooper All4, £1260 to Cooper D, ALL4; add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Countryman - 409x1789mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21860
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£24470
Auto: add £1195 to Cooper All4, £1260 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Coupe - 372x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.8	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S50						

Roadster - 372x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16860
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24095
2.0 Cooper SD	C	66.0	7.8	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S50						

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

i - 3475x1475mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

49kW auto i-MiEV	A	N/A	15.0	0	27	£23499
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Mirage - 3710x1665mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 Mirvix 1	A	67.3	13.6	96	15	£8899
1.2 Mirvix 2	A	68.9	11.7	96	18	£10999
1.2 Mirvix 3	A	65.7	11.7	100	18	£11999
1.2 Mirvix auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 3	E	47.1	11.4	137	13	£14099
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£39899
2.0 Hybrid auto GX3h PHEV	A	148,011.0	44	26		£28249
2.0 Hybrid auto GX4h PHEV	A	148,011.0	44	27		£28249
2.0 Hybrid auto GX4h PHEV	A	148,011.0	44	24		£34999
Auto: add £1400 to GX4						

L200 - 5005x1815x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34330
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						

Shogun - 4385x1900x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.2 Di-DC SWB 562	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB 562	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB 563	K	33.2	11.1	224	34	£37399
3.2 Di-DC auto LWB 564	K	33.2	11.1	224	34	£36799
Auto: add £1685 to SWB/Warrior						

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
4 Seater: add £4820 to 2.0 Plus 4 or £5100 to 3.7 Roadster						

Roadster - 4010x1630-1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£30375
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£59500
4.8 Plus 4	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4820 to 2.0 Plus 4 or £5100 to 3.7 Roadster						

Audi
Vorsprung durch Technik



The Audi A3 Sportback SE Technik. From £245 per month.*



For this, you get Satellite Navigation, cruise control, a rear parking system and 16" alloy wheels. And the keys to an Audi.

Business users only with Contract Hire.*

Official fuel consumption figures for the Audi A3 Sportback SE Technik 1.6 TDI 110PS 6-speed manual in mpg (l/100km): Urban 62.8 (4.5), Extra Urban 83.1 (3.4), Combined 74.3 (3.8). CO₂ emissions: 99g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. *Plus VAT and initial rental. Business users only. Based on Audi A3 Sportback SE Technik 1.6 TDI 110PS 6-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £1,470.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (February 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
5008 - 4530x1880mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 77						
1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20600
1.6 THP (154) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	128	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)						

2008 - 4150x1739-1829mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 11						
1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445
Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience						

RCZ - 4250x1845mm, EURO-NCAP N/A						
DRIVER POWER POS: 20						
1.8 THP (150) Sport	F	44.1	8.3	149	27	£23100
1.8 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.8 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.8 THP (150), GT: add £2400 to Sport						

PORSCHE						
www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36						
Warranty: 3 years/unlimited miles						
Panamera - 4970x1931mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TPT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo						

Macan - 4681x1923mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V8 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	91.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£66218
4.8 V8 TPT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Boxster	J	34.4	5.8	192	40	£38010
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879
PDK: add £1922 (£2351 to GTS)						

Cayman - 4380x4438x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451
PDK: add £1922 (£2351 to GTS, not GT4)						

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£84400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540
PDK: add £2387, Cabriolet: add £8659 to Carrera/4Turbo S, £8660 to Carrera S/4S/GTS, £8640 to Turbo, Target: add £8012 to Carrera 4/4S						

918 Spyder - 4643x1940mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£71155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	79	N/A	£83155

PROTON						
www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85						
Warranty: 3 years/unlimited miles						
Savvy - 3710x1643mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.2 Style	E	50.0	13.9	134	8	£7995

Satria Neo - 3950x1710mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 GSX	G	43.0	11.5	157	3	£3495
1.6 Sport	G	43.0	11.5	157	3	£3495

Gen2 - 4310-4477x1725mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195
Persona 4dr: same price as Sdr						
RENAULT						
www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153						
Warranty: 4 years/10000 miles						
Twizy - 2338x1234mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

Twingo - 3550x1640mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11895
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe I Expression	A	N/A	13.5	0	15	£18445
75hp Zoe I Dynamique Zen/Intens	A	N/A	13.5	0	16	£20045
Zoe models: add battery hire from £25 per month						

Clío - 4062x1731mm, EURO-NCAP N/A						
DRIVER POWER POS: 38						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	63.1	11.7	90	13	£15595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	63.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	63.1	11.9	93	13	£16595
1.2 TCe (110) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe						

Megane - 4250x1808mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 52						
1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£15245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£15745
2.0T GT 220	H	38.7	7.6	169	31	£19745
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000						

Megane Coupe - 4299x1808-1848mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 52						
1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0T GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3900						



6.7V12 auto Phantom Coupe **M** 19.1 5.6 347 N/A/E33155
 6.7V12 auto Phantom DHC **M** 19.1 5.6 347 N/A/E32745
 6.7V12 auto Phantom EWB **M** 18.9 5.8 349 N/A/E32785

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
 Warranty: 3 years/60000 miles

MEI - 3540x1611mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	£9630
1.0 12v (60) I-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10340
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995

Auto: add £1130 to SE, 5dr: add £350

Ibiza - 4031x1672x1603mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13800
1.4 16v SE SC 3dr	A	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TDI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14810
1.2 TDI I-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TDI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£14495
1.4 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI SE, 5dr: add £500 to SC, SE: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 TSI (80) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	17	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
1.0 TSI ACT FR 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20300
1.4 TSI FR 5dr	E	47.1	7.5	205	20	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (160) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TDI (240) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TDI (280) Cupra SC 3dr	F	44.1	5.9	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr: £300 less than SE, Leon ST: add £825

Altea - 4282x1788mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.6 TDI (105) Ecomotive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

Alhambra - 4854x1904mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£26630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285 to SE, add £1875 to S, SE Lux add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
 Warranty: 3 years/60000 miles

Citigo - 3563x1611mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 2

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10690
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance; (75) 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia (NEW) - 3992mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11660
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	10	£13590
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (80) S	C	55.4	11.8	119	10	£13980
1.2 TSI (80) SE	C	55.4	11.8	119	10	£14890
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15830
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15830
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (80), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4593x1814mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 TSI (105) S	C	57.7	9.9	114	13	£16390
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19790
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£25570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine II	A	74.3	10.6	85	15	£20300
2.0 TDI (180) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	£23515
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£23990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 3

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4 TSI (123) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£22990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.4 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21685
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£24090
2.0 TDI (140) SE	C	61.4	10.0	119	23	£21310
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30555
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 81

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (80) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (80) SE	E	50.0	12.6	134	9	£14130
1.2 12v (60) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4233x1793mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19505
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21417
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21205
2.0 TDI (140) Outdoor SE 4x4	E	48.7	9.5	152	18	£22305
2.0 TDI (140) Outdoor Elegance 4x4	E	48.7	9.5	152	19	£22965
2.0 TDI (170) Outdoor Elegance 4x4	F	46.6	8.4	149	22	£25651
1.8 TSI (160) Outdoor L&K 4x4	F	39.2	8.4	184	22	£26561
2.0 TDI (140) DSG Outdoor L&K 4x4	E	44.5	10.2	164	19	£27716
2.0 TDI (170) Outdoor L&K 4x4	F	44.5	8.4	149	22	£28161
DSG: 1.2 TSI (105) 1.2 TSI, Yeti Outdoor SE and Outdoor SE						
car, 4x4, auto 1 £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE						

DRIVER POWER POS: 23

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.2 VVT Jam	D	53.3	14.9	124	3	£1405
1.4 VVT (87) Jam	D	51.4	12.5	129	6	£1730
1.4 VVT (100) Jam	D	51.4	11.5	129	8	£2255
1.0T (115) Jam	C	57.6	9.9	114	10	£1495
1.4 VVT (87) Black Edition	D	51.4	12.5	130	8	£1495
1.4T (150) General Slam	E	47.8	8.5	139	N/A	£1395

Start/Stop, add £295 to 1.2 VVT, 1.4 VVT (100), Glam add £1395, Slam add £1895, White Edition: same price as Black Edition

Corsa - 402x1736-1746mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	7	£11540
1.3 CDTi (75) S/e ecoFLEX Life 3dr	D	54.3	14.8	100	6	£11560
1.2i (70) Siting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Siting 3dr	C	55.4	13.2	119	6	£9440
1.0T (115) S/e ecoFLEX Siting 3dr	D	57.6	10.3	114	11	£10925
1.0T (115) S/e ecoFLEX Siting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12130
1.0T (115) S/e ecoFLEX Excite 3dr	D	57.6	10.3	114	11	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13405
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	113	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	C	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRi 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRi 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRi 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRi 3dr	C	55.4	11.0	110	10	£15995
1.3 CDTi (75) S/e ePLX SRi 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ePLX SRi 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	110	10	£15240
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £895 to 1.4i (90) (not Life, Siting, Limited Edition), 3dr; add £890 (not Siting R), SRi Vx-Line: add £1635 to SRi

Astra - 4230-4413x1753-1814mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	F	51.0	12.9	129	9	£13250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16660
1.3 CDTi (95) ecoFLEX S/e Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (110) ecoFLEX S/e Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (130) ecoFLEX S/e Design	A	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	F	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18365
1.7 CDTi (110) e/FLEX S/e Excite	A	63.0	11.8	99	15	£19445
2.0 CDTi (163) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRi	F	51.0	12.9	129	9	£18735
1.6 VVT (115) SRi	F	45.0	10.9	146	12	£19445
1.4T (100) SRi	F	46.0	9.0	136	17	£20205
1.6T (180) SRi	F	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRi	A	63.0	11.8	94	15	£21740
1.6 CDTi (130) ecoFLEX SRi	A	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/e 99g SRi	A	63.0	11.8	99	15	£21245
2.0 CDTi (163) SRi	C	63.0	8.5	119	20	£2825
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRi (selected models)

Ampere - 4498x1787mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.4 auto Positiv	A	23.5	4.0	27	20	£28750
1.4 auto Electron	A	23.5	4.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.8 VVT (140) Design Sdr	C	40.4	11.5	164	14	£16479
1.4T (140) S/e Design Sdr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/e Design Sdr	A	76.3	11.9	116	15	£18844
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRi Sdr	C	40.4	11.5	164	14	£18279
1.4T (140) S/e SRi Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/e SRi Sdr	A	76.3	11.9	99	15	£20244
2.0 CDTi (130) SRi Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (163) ecoFLEX SRi Sdr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRi	C	65.7	9.5	114	20	£21354
2.0T (250) S/e SRi Vx-Line Sdr	H	39.2	7.5	169	26	£22449
1.4T (140) S/e SRi Sdr	J	60.1	8.7	186	15	£21574
1.6T (170) S/e SRi Sdr	E	47.9	9.2	139	20	£22664
2.0T (250) S/e SRi Sdr	H	39.2	7.5	169	26	£22664
2.0 CDTi (120) S/e SRi Sdr	A	76.3	11.9	99	15	£23134
2.0 CDTi (140) ecoFLEX SRi Sdr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX SRi Sdr	C	65.7	9.5	114	20	£23734
2.0 Biturbo (195) S/e SRi Sdr	D	60.1	8.7	125	24	£23739
2.8 VWT VXR VXR Sdr	L	27.0	5.6	249	37	£28769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRi Vx-Line: add £1220 to SRi, SE: same price as SRi, Tech Line: add £650 to SRi

Insignia Country Freer - 4913x1856mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 82

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
2.0 CDTi (163) ecoFLEX	C	62.8	9.5	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 Biturbo (195) 4x4 auto	H	42.9	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 82

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.4 VVT (100) Expression	B	46.3	13.9	140	8	£12825
1.4 VVT (100) S	B	46.3	13.9	140	8	£16420
1.4T VVT (120) S	B	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17900
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19190
1.7 CDTi (110) auto S	C	46.3	12.9	160	12	£20040
1.6 CDTi (130) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	B	46.3	13.9	140	7	£19395
1.3 VVT (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	B	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	C	44.2	10.3	151	14	£20055

Beetle - 4278x1808mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.2 TSI	E	47.9	10.9	137	11	£15895
1.6 TDI BMT	C	65.7	11.5	113	11	£17660
1.2 TSI Design	E	47.9	10.9	137	11	£18230
1.4 TSI Design	G	42.8	8.3	153	18	£20265
1.6 TDI BMT Design	C	65.7	11.5	113	12	£20035
2.0 TDI Sport	H	38.2	7.3	169	26	£23315

DSG: add £1460 to 1.2 TSI, 1.6 TDI, £1600 to 2.0 TDI, £1510 to 2.0 TSI (not base model), Sport: add £1820 to Design (not 1.2 TSI, 1.6 TDI), Beetle Cabrio: add £2525-£3075 to Hatch

XL1 - 3888x1665mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
800cc TDI DSG 3dr	A	31.3	12.7	21	N/A	£98515

Go! - 4255x1799mm, EURO-NCAP N/A
DRIVER POWER POS: 18

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.2 TSI (85) S 3dr	C	57.6	11.9	113	7	£17175
1.2 TSI (105) S 3dr	C	57.6	10.2	114	7	£18185

Zafira Tourer - 4658x1884mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.6 CDTi (110) auto SE (a/c)	C	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21570

Auto: add £1420 to 1.4T (120) Excluse, SE, Excluse: add £670 to SE

Mokka - 4280mmx1777mm, EURO-NCAP N/A
DRIVER POWER POS: 29

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.6 16v (115) S/e Excluse	G	43.5	12.2	153	6	£18064
1.4T (140) S/e Excluse	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/e Excluse	D	60.1	9.6	124	13	£19748

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1070, Tech Line: £2000 less than Excluse, SE: add £2500 to Excluse

Antara - 4596x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
2.2 CDTi (163) Excluse AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Excluse PWD	H	43.0	9.9	175	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£23625
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£23785

Auto: add £1185, Diamond: add £800 to Excluse, 4x4: add £1980

GTC - 4466x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
1.6 CDTi (163) S/S Sport	D	59.0	8.9	127	20	£21995
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	129	27	£24715

Auto: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascade - 4636x1839mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (163) S/S SE	E	54.3	9.6	138	23	£28060
2.0 CDTi (163) auto SE	C	45.6	9.6	138	23	£27600
2.0 CDTi (180) S/S SE	E	54.3	8.9	139	27	£29665

Auto: add £1100 to SE

VXR8 - 4941mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
6.2 V8 GT	M	18.5	4.2	363	50	£54489
6.2 V8 GT auto	M	18.0	4.2	373	50	£58224

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up! - 3540x1641mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 22

	Eco lead	MPG	0-60mph	Insurance group	CO ₂	Let price
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9610



Major F1 rule changes on hold



Stephen Errity

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AE FORMULA One teams have agreed to defer making any major changes to the sport's technical regulations until the 2017 season at the very earliest.

The F1 Commission (which consists of teams, race promoters and the FIA, as well as representatives of engine, tyre and fuel suppliers, plus sponsors) made the decision at its meeting in Geneva, Switzerland, last week.

Proposed changes include wider cars running bigger tyres, as well as tweaks to the engine regulations that would see power outputs top 1,000bhp.

Ferrari earlier stoked the debate by producing a radical vision of what it thinks a potential future F1 car could look like – and said it would require only minor tweaks to the current tech rules.

The Italian squad posted the design online at f1concept.ferrari.com, where it's now inviting comments on its vision of the future from fans.

The team describes it as “an F1 car that's technologically advanced, but also captivating to the eye and aggressive-looking”, adding that it could be made without “overturning” the sport's current set of rules.

Elsewhere, the teams are heading into the third and final pre-season test this week, wrapping up preparations for the Australian GP on 15 March.

Away from the track, efforts are continuing to bring back the defunct Marussia team (which is now known as Manor Grand Prix).

The company is now set to come out of administration and staff are working on preparing a 2015-spec car in time for one of the early-season races. Hopes

■ Tech regs will remain largely unchanged in 2016 ■ Ferrari shows potential future F1 design



FUTURE SHOCK Ferrari has produced this concept in response to discussions about future of F1

have been boosted by the news that Ferrari boss Maurizio Arrivabene has agreed to supply the outfit with 2014-spec engines.

It'll almost certainly not be on the grid in Australia, but F1 rules allow teams to miss up to three races a year, so it could debut in Malaysia, China or Bahrain.

As yet, there's been no indication of who might drive for Manor if it does make a comeback.



“Ferrari describes it as technologically advanced, but also captivating and aggressive-looking”

Formula E London gets go-ahead

LONDON'S Battersea Park will host the double-header season finale of the FIA Formula E electric racing championship on 27-28 June, after the event was granted planning permission by the local authority, Wandsworth Council.

Formula E had already announced the race, dubbed the ‘London ePrix’, as part of its inaugural calendar last year, but it wouldn't have gone ahead without the council's planning permission.

Following the decision, series boss Alejandro Agag commented: “London could well be where the first Formula E champion is crowned, making for a fantastic spectacle for the city.” The series also revealed its planned track layout for Battersea Park. Describing



the circuit, Virgin Racing Formula E driver Sam Bird said: “It combines fast straights, a couple of high-speed bends, as well as some challenging chicanes and braking zones. I think the London ePrix spectators will be

PARK LIFE

This is the track around London's Battersea Park that Formula E will use for its double-header season finale on 27-28 June

treated to some close, fast racing with lots of action and overtaking.”

Meanwhile, Formula E recently tweaked its calendar, adding a race in Moscow on 6 June and bringing the Berlin round forward to 23 May.



WORLD RALLYCROSS PARTNERS WITH DTM

THE World Rallycross Championship has added an extra event to its 2015 calendar. It's set to take place at the Hockenheim Grand Prix track in Germany, alongside the opening round of the DTM German touring car championship on 2-3 May.

World Rallycross managing director Martin Anayi said: “It's a great honour to partner with DTM and a fantastic chance to showcase rallycross to a brand-new audience.”



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AE GENEVA and I are like old pals who ritually meet up every March. It's a one-sided relationship, though, because I do all the running... and spending.

Over three decades I've devoted weeks to driving almost 40,000 miles to and from the city, which is motor-industry neutral – i.e. it doesn't have one! Then I've spent months in its eateries, working from – and sleeping in – its hotels, queuing on its roads and searching for parking spaces.

The total cost of driving to and from, working out of – and parking in – Geneva two to three days a year for the past 30 years is, in today's money, approaching £100,000. Ouch.

Enough is enough. Apart from the city's exorbitant prices and shortage of hotel rooms at show time, it has become prohibitively expensive to drive there. French and Swiss motorway tolls are to blame. They make long-distance motoring economically unviable – thus all those empty tolled motorways across Europe.

The volatility of the Swiss Franc and its iffy value against the pound and euro is another worry. As is the fact that some global car companies exhibiting in Geneva have to house directors, employees and guests in hotels outside Geneva, or even outside Switzerland in France or Italy. It's bonkers.

My annual ritual will live on – I'll continue visiting my mate Geneva at motor show time, but this year I'm changing the rules of the relationship. Over the two to three days that I'll be visiting the show, I'll be doing morning/evening budget airline commutes to and from Gatwick to Geneva Airport (a short walk from the show).

The cost of my numerous flights, plus Gatwick parking, totals just over £200 – which is LESS than one measly night in a drab Geneva hotel room. Assuming one is available, which it probably isn't.

Switzerland and Geneva are too greedy. The show has become a victim of its own success and is in danger of pricing itself out of the market. Unless we see improvements to the infrastructure, accommodation levels and prices surrounding the Geneva Motor Show, I fear it may become a car exhibition that's unfit for purpose. Besides, isn't it time that the UK took over as the motor show capital of Europe?



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W I'll continue visiting my mate Geneva at motor show time, but this year I'm changing the rules of the relationship

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO₂ emissions 154 – 87 g/km.



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